



abbotsfwd

CITY OF ABBOTSFORD OFFICIAL COMMUNITY PLAN



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Part 6

Chapter 1 – City of Abbotsford

PART I: VISION + INTRODUCTION



PART I: VISION + INTRODUCTION



1

A Vision for Abbotsford



What Does Abbotsford Look Like in the Future?

This Official Community Plan (OCP), commonly referred to as Abbotsforward, is the culmination of almost two years of creative and inspiring visioning with thousands of residents across Abbotsford of all ages and backgrounds. The OCP vision paints a powerful picture of what Abbotsford will be like at 200,000 residents, while setting the stage for future and continuing growth and improvement beyond this Plan. It embodies the values, priorities, and aspirations of the community, and charts the course for development and implementation of policies.

Abbotsford is a city of distinct and increasingly complete neighbourhoods rich with public life. Our compact urban area is anchored by a thriving City Centre and surrounded by remarkable natural areas and flourishing agricultural lands. We are diverse, inclusive, and connected. We are green, prosperous, and healthy. We are a vibrant and beautiful community.

The following aspirations paint a more detailed picture of our vision:

Life in the City

Our city has more street life, more night life, and more public life as we grow. There are many options for entertainment, culture, recreation, and gathering with others. These include public places like libraries and community centres, and other places like cafes and night spots.

City Centre

Our city sees the beginning of a true City Centre as the heart of public, economic, and cultural life. It has a clear identity as the most vibrant urban area in the city with diverse destinations and activities. It is also a successful and complete urban neighbourhood.

Transportation Choice

We have real, attractive choices in the way we move around our city. We will be able to safely and enjoyably get around by foot and bike, and have access to transit that is frequent, fast, and reliable.

Walkable, Bustling Neighbourhoods

More of us are able to walk to a grocery store and other daily needs in our neighbourhoods. We have more destinations for celebrating heritage, learning, shopping, playing, gathering, and working close to home.

Natural Areas and Trails

Our cherished trails and natural areas are protected for generations to come, and the quality of our air, water, and parks improve each year.

Agriculture

Agriculture is the backbone of our history and a pillar of our economy. As an important part of our past, it is also an important part of our future. We keep agricultural areas for agriculture.

Housing Options

We have more affordable ownership, rental, and shelter housing options, including a variety of housing types for all stages of life, allowing people to stay in their neighbourhoods as they age.

Compact City

We build up much more than we build out. In the process, we respect the character of our existing neighbourhoods even as they continue to change.

Efficient and Effective Systems

We collectively conserve resources and reduce our greenhouse gas emissions through more efficient, well-designed, and cost-effective systems of open space, housing and buildings, infrastructure, and transportation.

Jobs

We are expanding our diverse economy and employment base, building on our existing strengths including the university, airport, hospital, and agriculture. We have shorter commutes to and from work, within a compact urban area.

Mill Lake

Mill Lake is the jewel in our city. It will be maintained, enhanced, and celebrated as an integral part of our city identity.

Big Ideas to Realize the Vision

This vision of Abbotsford will be brought to life through smart, strategic land use regulation and policy direction outlined in Parts II and III of this Plan. These directions are diverse, providing guidance for land use, urban design, housing, transportation, infrastructure, jobs, open space, arts and culture, heritage, climate change and energy conservation, natural areas, and agriculture.

Policy directions are organized around 7 Big Ideas for the future of Abbotsford that comprise the most essential and transformative ingredients of this Plan.



**Create a
City Centre**



**Establish Distinct and
Complete Neighbourhoods**



**Make Walking, Biking,
and Transit Delightful**



**Make Places
for People**



**Improve Natural
and Built Systems**



**Enhance
Agricultural Integrity**



**Make the
Plan Work**

How to Use This Plan

This Plan reflects a significant turning point for Abbotsford. The same energy and passion that went into creating the Plan will go into implementing it in the face of significant challenges and tough choices – it will not sit idle collecting dust. As the principal policy direction for the city regarding how Abbotsford will change and evolve over time growing to 200,000 people, it provides the overarching strategic direction for the City. Over time, it will continue to be updated as required to address new opportunities in city building, and Part IV has more detail about how to use the Plan.

2

Purpose + Scope



A Plan for 200,000 Residents and Beyond

This Plan, Abbotsforward, is intended to be a powerful catalyst for a different and better Abbotsford at 200,000 people and beyond, than it has been up to 140,000 people. This Plan has been created with the intention that it be a 'game-changer', setting a new direction for the city.

This Plan brings the community vision to life. It determines where people will live, work, and play in the city, and how they move around. It shapes how Abbotsford will look and feel, and influences day-to-day experiences and quality of life. It guides decision making on:

- Land uses
- Housing options
- Building form
- Transportation choices
- Infrastructure investment
- Economic development and job creation
- Attracting and supporting businesses
- Parks, open spaces, people places, and natural area protection
- Community amenities and services
- Greenhouse gas reductions

The vision focuses on a population of 200,000 residents accommodated through more traditional development activity following the urban structure of this Plan. However, some of the land use policies of this Plan will accommodate additional residents through a 'do it yourself' approach to small scale infill opportunities. Abbotsford is expected to reach 200,000 under a medium growth scenario by approximately 2040 (1.5% per year) but the Plan focuses on the outcome and result, not how much time it takes to get there.

Relationship to Other Plans

As the principal city wide policy document for the City, this OCP is the guiding plan for all departments within the City of Abbotsford as the City's 'north star' for growth and development decisions. This OCP was developed through unprecedented broad-reaching engagement with City partners and other stakeholders, and thousands of people who are a part of Abbotsford's diverse community. It is owned by everyone.

Several existing City of Abbotsford planning documents have helped shape the contents of this Plan. A number of them and others have a direct impact on growth and development and will need to undergo a critical review for alignment with this OCP. A comprehensive list of these documents is outlined in Part IV 'Make The Plan Work'.

Given its necessarily broad scope, this OCP is also not intended to be needlessly detailed in its policies for certain specific topics or geographic areas within the city (zoning provisions or neighbourhood plans, for example). Rather, it inspires and sets direction for the development of new plans, ranging from a new Master Transportation Plan to a City Centre Neighbourhood Plan. Priorities for these new plans are also outlined in Part IV 'Make The Plan Work'.

Legislative Authority and Scope

Municipalities in British Columbia are given the authority to adopt an OCP in the *Local Government Act*, which stipulates what must or may be included in an OCP. Provincial legislation also establishes adoption procedures. This OCP has been prepared in compliance with the legislation.

3

Abbotsforward: The OCP Process



A Creative and Inclusive 2-Year Process

This OCP brings together almost two years of background research, growth scenarios, and broad community engagement with stakeholder groups and Abbotsford residents; and iterative review with City Council, staff across all departments, and a Citizen Advisory Commission.

Abbotsforward was designed to create a plan for tomorrow, not yesterday or today. It embraced the power of a plan making process as a catalyst, and is defined by broad engagement and robust technical due diligence over four stages of work.

Figure I.1: Abbotsforward Process



Broad Community Engagement

One of the guiding principles for the OCP update was to undertake a robust engagement process. The engagement in Abbotsforward was highly successful for two main reasons:

- **The engagement effectively reached a broad and diverse audience:** A wide variety of opportunities were provided for engagement throughout the process, resulting in several thousand residents coming into meaningful contact with Abbotsforward, with more than 7,000 distinct interactions in which participants directly provided input. This was the largest engagement in the City's history. Based on demographic data collected through online surveys, the engagement process included voices representing: all age groups; females and males equally; diverse ethnic backgrounds and languages; residents living in all areas across urban and rural Abbotsford; and people who live, work, study, and/or own a business in Abbotsford.
- **Strong themes emerged in the community input:** While there were many different views, as is the case in any engagement process, strong themes emerged that transcended engagement activities and demographic groups. These themes are the building blocks of the vision, big ideas, and big moves throughout this Plan. Detailed information can be found here: www.abbotsforward.ca.

Figure I.2: A Snapshot of Abbotsford Engagement Activities and Participation



Technical Due Diligence: Doing the Math

OCPs across Canada contain visions and images of vibrant communities. Policy statements talk of prosperity, walkability, and health. They talk of compactness, completeness, connectedness, sustainability, efficiency, and distinctiveness of place. Yet many cities often struggle to achieve the outcomes they envisioned; there is a disconnect between what residents aspire to, what a plan projects, and what is seen on the ground.

The Abbotsforward process was committed to bridging this disconnect by taking a different approach and beginning with the end in mind. Baseline information about existing urban conditions was collected and analysed against demonstrated thresholds required to achieve desired outcomes.

For example, mobility choice (the ability to walk, bike, and take transit as a ‘delightful’ mode of transportation) was identified early in the process as a priority among residents who participated. As such, existing land use and urban design conditions in Abbotsford were evaluated against known thresholds for land use mix, density, and street connectivity required to support walking, biking, and transit. This information provided a realistic snapshot of where Abbotsford is today while illuminating what is needed in order to achieve desired outcomes tomorrow. The report can be found here: www.abbotsforward.ca.

This baseline information was shared with the community to inform the engagement and, combined with the public input that followed, was used to develop three growth scenarios. Each growth scenario was tested for its real world performance, using indicators that captured different elements of the community’s vision. These ranged from infrastructure costs such as roads and pipes, to the number of residents who would be able to walk to an economically viable neighbourhood grocery store.

These learnings comprised an integral part of the engagement in the final stages of the process, and constituted the basis for a final preferred urban structure. Along with the community vision, this urban structure is the foundation of the OCP.



4

Context + Existing Conditions

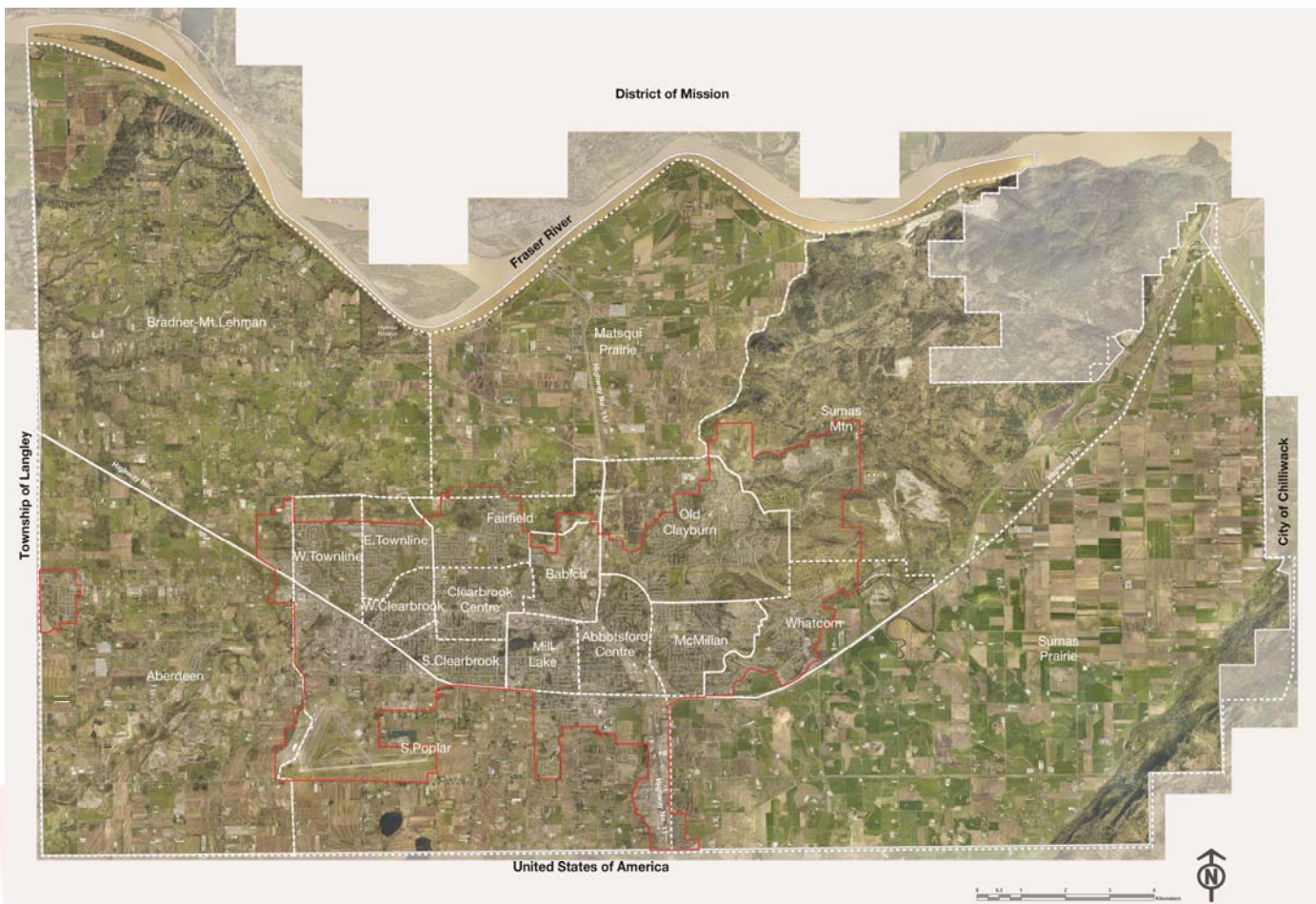


Context

The Fraser Valley is a growing region, and at the heart of the region is the City of Abbotsford with approximately half of the region's population.

With an estimated 140,000 residents in 2015 and the largest city by area in all of British Columbia, Abbotsford is characterized by both urban and rural qualities. A large portion of the city's land area is agricultural, with the majority of these lands falling within the Agricultural Land Reserve. Yet Abbotsford also has a highly populated urban core with 80% of the population contained within the designated Urban Development Boundary.

Figure 1.3: City of Abbotsford with the Urban Development Boundary and Community Areas



History

Long before Canada was established as a country, the Stó:lo (people of the river) occupied the land on which Abbotsford is located. They lived in the Fraser Valley and lower Fraser Canyon of British Columbia, and they spoke Halq'eméylem, also known as the upriver dialect. The Fraser River, its tributaries, and fertile lands were essential to the Stó:lo way of life.

The Districts of Abbotsford and Matsqui amalgamated in 1995 to form the present day boundary of Abbotsford. However, the community's history goes back much further. In 1858, the first gold rush in British Columbia's interior occurred, bringing a flood of miners through the area, establishing trails to the gold fields that later formed elements of the city's transportation network still visible today. Old Yale Road, built by the Royal

Engineers in the 1870s, is a key arterial through the city’s urban core. Commercial and residential centres eventually emerged at the transportation crossroads of Abbotsford and Clearbrook.

The Districts of Matsqui and Sumas were established in 1892. The Village of Abbotsford was established as a provincial town site in the early 1900s, and was incorporated in 1924. The Village remained a separate entity until 1972 when it merged with the District of Sumas to become the District of Abbotsford.

Although logging was the initial economic driver in the area, by the early 1900s agriculture was dominant. This shift in economic activity was initiated by the Canadian National Railway spur line, built between Mission and Huntingdon in 1891 and the construction of permanent dykes along the Fraser River. The transition was further enhanced by the construction of the BC Electric Inter-Urban rail line between Chilliwack and Vancouver in 1910, which allowed easy movement of farm produce to growing urban markets in Vancouver and New Westminster.

First settled in 1905, Clayburn Village was the first company town established in British Columbia. The Vancouver Fireclay Company built a brickmaking plant just to the west of Sumas Mountain, convenient to deposits of high grade fireclay in the Straiton area on the southwest slopes of the mountain. The town site was laid out south of the brick plant where the company built homes for its managers and workers.

Even in its early days, the Abbotsford area supported a diverse population, including First Nations, Europeans, Japanese, Chinese and South Asian families. One of the first Sikh temples in Canada was built in 1911 and is now designated a National Historic Site. Increased demand for farmland and flooding problems on Sumas Lake led the farming community to petition the government to reclaim the lake bottom lands for agriculture. Although controversial in nature, the Sumas Lake reclamation project was undertaken between 1919 and 1924, making 22,000 acres (8,900 ha) of land available for long-term agricultural development. Today, approximately 75% of land area is devoted to agriculture.

Construction of the Trans Canada Highway through the Fraser Valley in the 1960’s signaled the beginning of a time of rapid growth. Population increased by almost 109,000 persons between 1966 and 2001 alone, and has continued growing to the current 140,000 residents.

Existing Conditions

The background research, analysis, and community engagement resulted in many observations about existing conditions in Abbotsford. One of the overarching takeaways was that Abbotsford is a complete city with incomplete neighbourhoods. This means residents can live, work, play, shop and study without leaving the city; however, the same cannot be said for most of their neighbourhoods.

Several other assets, challenges, and opportunities were identified, which tell a story about existing conditions in Abbotsford.

Demographics – Abbotsford is young, prosperous, and culturally diverse.

Age

The median age in Abbotsford increased from 35.1 years old in 2001 to 36.7 years old in 2006, to 37.8 years old in 2011. Although Abbotsford is aging just like most cities, it has a younger population than in the Fraser Valley Regional District (FVRD) overall at 39.6 years old. Median ages in communities range from 32.7 years in West Townline to 48.1 years in Mill Lake.

Income

The average household income in Abbotsford increased by \$25,268 from 2001 and 2011, rising to \$81,462 in 2011. While average household incomes in Abbotsford are lower than Metro Vancouver's (\$89,693), they are higher than the FVRD's (\$69,150). Within individual Abbotsford communities, average household incomes range from \$52,983 in Clearbrook to \$125,708 in Bradner-Mt. Lehman.

Household Size

With an average of 2.8 persons per household, households are larger in Abbotsford than elsewhere in the FVRD (2.5 persons per household) and in Metro Vancouver (2.5 persons per household). In 2011, Clearbrook Centre had the smallest average household size at 2.0 persons, while East Townline had the largest average household size at 4.1 persons. In Abbotsford, household size is often a reflection of cultural norms and multi-generational households.

Immigration

In Abbotsford, 27% of residents are immigrants, with approximately 16% of Abbotsford's immigrants arriving after 2006. The majority of immigrants were born in South Asia, with the highest concentration of immigrants living in East Townline and West Townline.

Jobs and Neighbourhoods – There are lots of jobs, but few are near where employees live, play, and go about other daily activities.

Abbotsford has a diverse, local workforce, with most residents living and working in the city. In fact, Abbotsford has the most diverse economy among mid sized cities in Canada. Most workers are employed in retail trade, construction, health care, and manufacturing industries.

Like many other cities, jobs are concentrated in the centre of Abbotsford, however these employment areas are not complete neighbourhoods because they have low concentrations of housing and other amenities. This leaves few employees living within walking distance of home, and in places that are not dynamic and lively.

Shops and Services – There are many places to shop, but few of them are near home.

There are many shopping areas in Abbotsford, most of which are focused along major transportation corridors. However, many of these shops – which range from grocery stores and cafes to merchandise retailers – are not near where people live. For example, fewer than 25% of homes are within a 10 minute walk of a grocery store, which is one of the most important neighbourhood stores and a significant reason for people's daily or weekly trips.

Transit Friendliness – Many residents live near a frequent transit stop, however, the design of many areas make using transit inconvenient and do not support higher frequency transit.

In Abbotsford, nearly half of residents live within a 5 to 10 minute walk of a transit stop with bus service every 15 minutes during the morning and evening peak periods, and every 30 minutes throughout the day. However, by not having enough residents in an area to support more frequent transit, neighbourhoods are not designed in a manner that makes transit a more attractive option.

Getting Around by Foot and Bicycle – There are many opportunities for walking and biking for recreation, but not many for daily life.

Abbotsford has a cherished network of recreational biking and trail routes, including in green and natural areas around the urban area. On the other hand, many areas inside the city are not designed in a way that encourages people to safely or conveniently get around on foot or by bike as a means of transportation in daily life. This is evidenced by the fact that over 90% of trips are taken by the personal vehicle in Abbotsford.

Private Life and Public Life – Residents have many semi-public places to formally gather indoors, however there are few informal people mixing places and little street life.

Abbotsford has many formal amenities, ranging from places of worship and galleries to recreation centres and libraries. However there are few informal gathering places that attract street life and encourage people mixing in a more informal, public way. Related to this, there is a low mix of destinations in neighbourhoods, and often the relationships between buildings and public spaces cater more to vehicles than people travelling on foot and lingering in public space.

City Centre – Abbotsford is the hub of the Fraser Valley, yet it has no obvious central hub or neighbourhood hubs within.

With its university, regionally-serving businesses, hospital, diverse employment base, airport, and half of the region's population, Abbotsford is the major hub of activity in the Fraser Valley. However once inside Abbotsford, there are few visual cues that point to a distinguishable central hub in which there is an obvious sense of arrival, setting individual places apart from each other.

Housing – While most homes are single detached houses and housing has been relatively affordable in Abbotsford, there is growing pressure for more affordable and diverse options.

Tenure and Cost

Home ownership has risen in recent years, with 72% of households living in homes they own, which is slightly higher than in British Columbia overall. The average price of a newly constructed single detached house is lower than Metro Vancouver, and the percentage of residents spending more than 30% of their income on housing was lower than both provincial and national rates. Abbotsford's rental vacancy rate has varied widely over the last several years, experiencing rates up to 6% and as low as 1%, and overall has lower rental costs than elsewhere in British Columbia.

Housing Type and Age

Over 60% of housing units in Abbotsford are single detached houses, however, new home starts in recent years has shown a significant increase in apartments (200% between 2010 and 2013), and a decline in single detached (-22%). An increase in semi-detached dwellings (i.e. duplexes, rowhouses) is also forecasted. And 95% of all housing in Abbotsford was constructed after 1960, with almost half being built between 1981 and 2000.

Limits to Growth – Abbotsford has a growing population but also has physical constraints to outward expansion.

Abbotsford is a city that has consistently grown throughout its history. The estimated population in 2015 is approximately 140,000 people, and a future population of 200,000 people is estimated by approximately 2040 under a medium growth scenario of 1.5% per year. At a lower growth rate of 1.0% per year, this population would not be reached until 2050, and at a higher growth rate of 2.3% per year, this population threshold would be reached by about 2030.

Physical constraints to outward expansion include the Agricultural Land Reserve, natural areas and streams, steep slopes, and peripheral areas that are costly to service with infrastructure, transit, and amenities.



5

Regional Context Statement



Abbotsford within its Region

Abbotsford forms part of the Fraser Valley Regional District (FVRD) and is subject to its Regional Growth Strategy (RGS): “Choices for Our Future” (2004). This OCP is consistent with the FVRD growth strategy’s vision in being a “network of vibrant, distinct, and sustainable communities that accept responsibly managed growth while being committed to protecting the land resource and the natural environment to ensure that a high quality of life is accessible to all.”

More specifically, Abbotsford’s growth management and land use policies align with RGS objectives and actions to “Manage Urban Land Responsibly”. The OCP focuses future growth and urban residential densities within the Urban Development Boundary, and supports infill, redevelopment, densification and mixed use as a means of creating more compact development patterns. These policies also help deliver on the other RGS goals.

The policy directions of this Plan are outlined in Part III, and as shown in *Table I.1*, they correspond with and have a direct alignment with the growth management goals of the RGS:

1. Increase Transportation Choice and Efficiency
2. Support and Enhance the Agricultural Sector
3. Manage Urban Land Responsibly
4. Develop a Network of Sustainable Communities
5. Protect the Natural Environment and Promote Environmental Stewardship
6. Protect and Manage Rural and Recreational Lands
7. Achieve Sustainable Economic Growth
8. Manage Water, Energy Resources, and Waste Responsibly

Table I.1: Abbotsford OCP Policy Alignment with the 2004 FVRD Regional Growth Strategy

<i>FVRD Growth Management Goal</i>	<i>City of Abbotsford Policy Areas</i>					
	Create a City Centre	Establish Distinct + Complete Neighbourhoods	Make Walking, Biking, + Transit Delightful	Make Places for People	Improve Natural + Built Systems	Enhance Agricultural Integrity
Increase Transportation Choice and Efficiency	√	√	√	√		
Support and Enhance the Agricultural Sector						√
Manage Urban Land Responsibly	√	√				√
Develop a Network of Sustainable Communities	√	√	√	√	√	√
Protect the Natural Environment and Promote Environmental Stewardship				√	√	√
Protect and Manage Rural and Recreational Lands				√	√	√
Achieve Sustainable Economic Growth	√	√	√	√		√
Manage Water, Energy Resources, and Waste Responsibly		√	√	√		√

Population and Employment Projections

The RGS projected population for Abbotsford is to reach approximately 209,500 residents between 2020 and 2030. The population projections developed for this OCP are lower, with a projection of 200,000 residents by 2040 residents under a medium growth rate of 1.5% per year. However the land use and other policies in this OCP are sufficient to accommodate either faster or slower growth rates.

The OCP employment projections identify and estimate a total of 87,000 jobs by 2026, which is consistent with the RGS employment projections for Abbotsford.

Greenhouse Gas Emission Reduction Targets

While the 2004 RGS does not include targets for the reduction of greenhouse gas emissions, they have been developed for this OCP and included in Part I, as required by the *Local Government Act*. The city wide target for Abbotsford is a 40% reduction in greenhouse gas emissions by 2040, including: 35% reductions in buildings; 50% reductions in transportation; and 40% reductions in solid waste.

Alignment with Fraser Valley Regional District Matters

The following highlights select policy statements from this Plan to further demonstrate alignment with FVRD goals and objectives when providing for the needs of the projected population and related regional matters.

Housing

- Increasing the supply of non-profit rental social housing.
- Supporting a range of affordable housing options using a housing first approach along the housing spectrum, including shelters and safe houses, transitional/temporary housing, supportive housing, and independent living options, especially in transit-accessible areas.
- Leveraging shared funding with other levels of government through advocacy to support the City's limited mandate and resources to address social needs. Measure, monitor and articulate local priorities for the community to support advocacy objectives.

Transportation

- Creating a comprehensive direction system that is easy to understand and navigate for pedestrians, cyclists and transit users.
- Ensuring goods movement space is maintained through creative and innovative methods that meet both commercial retail objectives and streets designed for all users, and supporting major truck routes.
- Focus transit improvements and deliver the highest frequency of service in the Urban Core.

Regional District Services

- Maintaining or exceeding existing FVRD waste diversion targets of 65% by 2018; 80% by 2020; and 90% by 2025.
- Improving local water quality through reduction of point and non point source pollution, and through watershed planning in partnership with neighbouring and regional jurisdictions.
- Promoting strategies that reduce local air pollution, including measures to protect the Fraser Valley airshed from additional point pollution sources such as energy plants.
- Working with senior levels of government to assess projected impacts on dykes and stormwater infrastructure and respond to changing conditions through management strategies.
- Conducting an assessment of infrastructure to determine the level of risk and impact from more frequent and larger storms, droughts, or other natural disasters such as earthquakes, and ensure future development is informed by this assessment.

Parks and Natural Areas

- Managing parks in an environmentally sensitive manner, and consistent with the policies in Part III.
- Connecting neighbourhoods, where possible, to multiuse pathways and other trails that link neighbourhoods to Mixed Use Centres, park amenities, and recreation areas.
- Enhancing and restoring ecological links between existing natural areas and public open spaces, increasing connections between isolated habitats.

Economic Development

- Continuing to balance the number of jobs to number of residents employed in the labour force in the city, reducing the need for longer commute distances for residents. Support opportunities for jobs within complete neighbourhoods wherever feasible.
- Continuing to support the growth and expansion of the airport (YXX) as a destination for domestic and international flights, and aerospace related industries.
- Encouraging the continued diversification of a local economy that supports existing businesses, encourages the development of new businesses, and facilitates home-based business development with a wide variety of sectors.

Regional Growth Strategy Update

The FVRD RGS is currently being updated, and the City has been participating in the update process as members of the Inter-governmental Advisory Committee. Following the completion of the updated RGS, this Regional Context Statement will be amended to reflect the alignment with the new RGS.



6

Sustainability + Greenhouse Gas Reduction Targets



Sustainability in this OCP

This Plan recognizes that community well being is dependent upon the well being of the environment.

Sustainability is integrated throughout the urban growth and land use plan, and each of the major policy directions, ranging from transportation and housing to natural areas and agricultural lands. For example, the largest source of municipal greenhouse gas emissions in Abbotsford is transportation, and one of the major priorities of this Plan is to embrace a multi-modal city through transformative land use, urban design, and transportation policies.

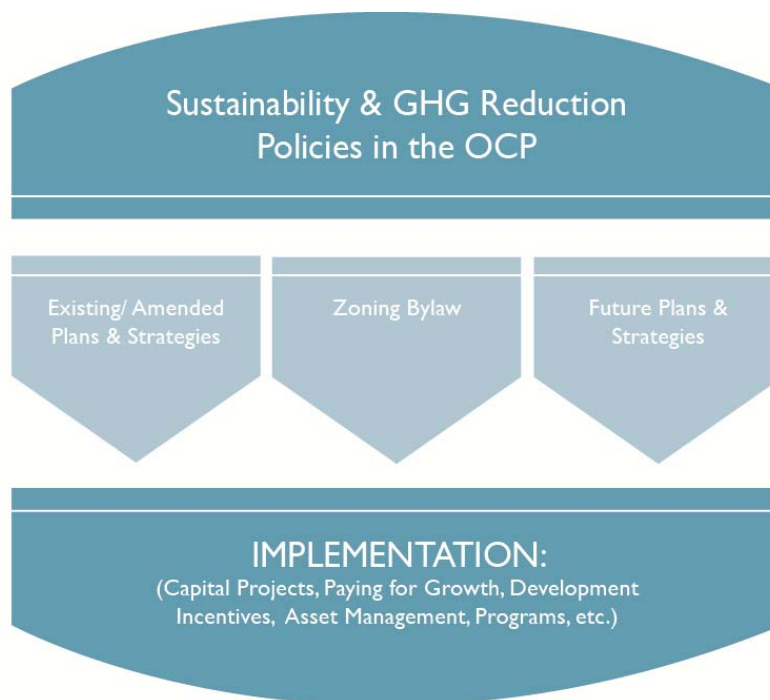
In 2013, the City adopted the Community Sustainability Strategy intended to be a guiding document providing a coordinated approach to sustainability. It established a sustainability vision through a set of ‘future states’ intended to be integrated into City policy.

- Our community is healthy and enjoys a good quality of life
- Our community’s resources and assets are managed effectively and efficiently
- Our natural environment thrives
- Our local economy is prosperous
- Our community is compact, connected and complete

The Community Sustainability Strategy was used as a guiding document in the creation of the vision, policies and regulations of this Plan and the objectives of the strategy are embedded throughout.

As the overarching growth and development approach for the City, this OCP will help move Abbotsford toward sustainability as other municipal regulations and plans are updated and brought into alignment with the OCP, including the Zoning Bylaw, existing and new plans and strategies, and ensuing implementation efforts.

Figure I.4: Relationship Between OCP Sustainability Policies and Other City Tools



Greenhouse Gas Reduction Targets

COP21

In November, 2015, the Conference of Parties (COP) to the United Nations Framework Convention on Climate Change's 21st annual meeting took place in Paris. At this conference, The Paris Agreement was reached, where Canada and the majority of countries worldwide agreed to limit global warming to well below 2°C, and continue all efforts to limit global warming to below 1.5°C. Each country agreed to submit Intended Nationally Determined Contributions (INDCs), to review targets every 5 years, and increase as required.

How does COP21 relate to this OCP?

Canada's current INDC pledges a 30% reduction in Greenhouse Gas (GHG) emissions by 2030. A joint effort by all jurisdictions, from federal to provincial to local government, will be necessary to reach this goal. The Province of British Columbia is already a leader in this effort. In 2008, the Provincial Government enacted the Local Government (Green Communities) Statutes Amending Act ('Bill 27'). This legislation requires local governments in British Columbia to include GHG reduction targets in their OCPs, along with supporting policies to achieve these targets.

Cities and their residents account for almost half of GHG emissions in British Columbia. By including targets in their OCPs, local governments like Abbotsford can contribute to meeting the Province's GHG reduction targets. Action at the local government level has already helped the Province reach its first interim target of a 6% GHG reduction below 2007 levels by 2012.

Abbotsford's GHG Reduction Targets

The targets set by the City of Abbotsford in 2010 have been updated through the development of this OCP, based on the Province of BC's Community Energy and Emissions Inventory (CEEI). The updated targets in *Table I.2* aim to reduce GHG emissions by 40% by 2040, when Abbotsford's population is estimated to be approximately 200,000 residents. Interim targets for the year 2025 have been included to gauge progress towards the 2040 goal. *Figure I.5* shows Abbotsford's 2007 GHG inventory, against which future GHG emissions reduction targets are compared.

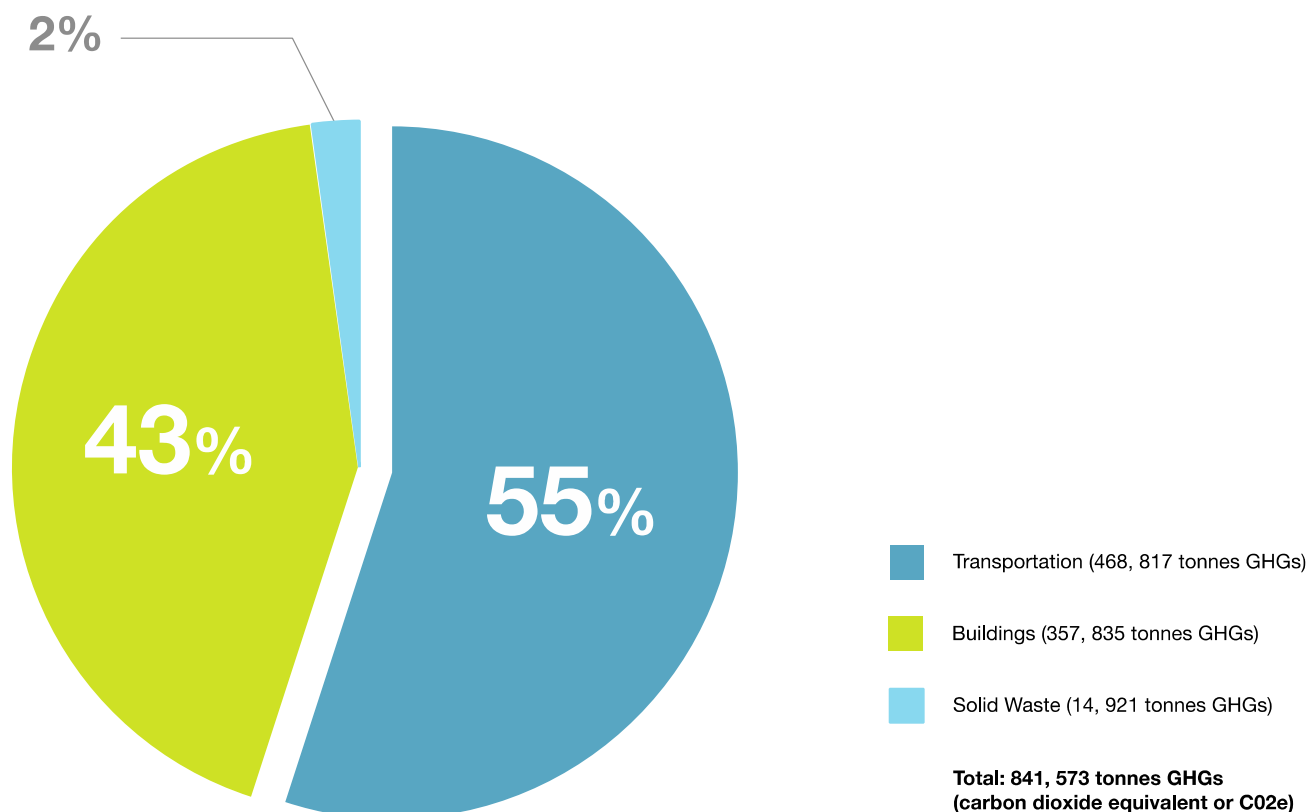
Although these targets relate specifically to carbon dioxide emissions, this Plan also contains policies about protecting air quality in the Fraser Valley airshed and working with the agricultural sector for improved farm management related to methane emissions, as described further in Part III.

Table I.2: City wide and Sector GHG Targets (per-capita, below 2007 City Inventory)

Target Year	City Wide Target	Buildings Target	Transportation Target	Solid Waste Target
2025	20%	15%	20%	20%
2040	40%	35%	50%	40%

*The 2010 targets included an additional target for agricultural methane, which has been removed as this data is not tracked in the provincial Community Energy and Emissions Inventory.

Figure I.5: City of Abbotsford's 2007 GHG Inventory



Progress So Far (as of 2015)

The City of Abbotsford tracks GHG emissions using the CEEI, which monitors GHG emissions from transportation, buildings, and solid waste. The most recent CEEI data available is for 2010. Projections based on the 2010 CEEI data, the City's transportation model outputs and the 2013 Solid Waste Annual Report were derived to make estimates for 2015. According to these projections, as of 2015, Abbotsford has achieved a 10% reduction in city wide CO₂e (t) emissions per capita over 2007 levels, including a 16% reduction related to buildings, a 5% reduction related to transportation, and a 31% reduction related to solid waste (*Table I.3*).

Table I.3: Percent Reduction in CO₂e (t) (per-capita, below 2007 City Inventory)

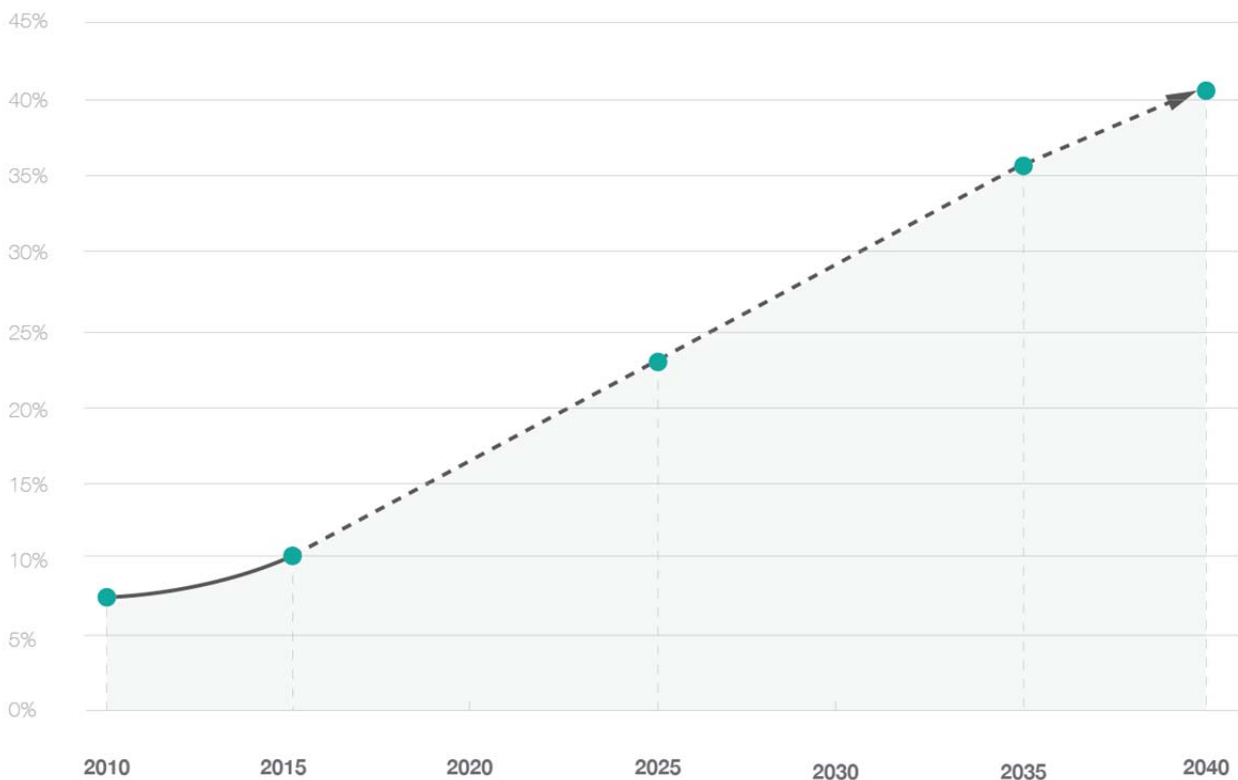
Year	Population	City Wide GHG Reduction	Building GHG Reduction	Transportation GHG Reduction	Solid Waste GHG Reduction
2010	138,179	7%	10%	4%	30%
2015	140,000	10%	16%	5%	31%

Looking Forward to 2040

As part of the background research and analysis for this OCP, the City of Abbotsford looked forward to reaching a population of 200,000, and considered the impacts of different development and land use scenarios on GHG emissions. Taking improvements into account with respect to building energy efficiencies, vehicle efficiencies, solid waste diversion rates, and currently planned transportation infrastructure, a 38% reduction in city wide GHG emissions would be anticipated by 2040.

When impacts on transportation from the additional growth policies included in this OCP are taken into consideration, slightly greater reductions are anticipated: 41% by 2040 (*Figure I.6*). This analysis demonstrates that Abbotsford's target of a 40% reduction in city wide GHG emissions by 2040 is realistic for the community to achieve. Implementing the policies and strategies laid out in this OCP will be a critical component of Abbotsford's progress towards achieving the community's GHG reduction targets over the next 25 years.

Figure I.6: Projected Percent Reduction in CO₂e (t) (per capita, below 2007 City Inventory)



Further GHG reductions are possible through a variety of additional strategies such as the implementation of district energy systems, adoption of renewable energy sources, and improvements to regional transit systems. Such strategies have not been included in current projections to 2040, but should be implemented over the next 25 years and would be expected to have significant positive impacts on the reduction of Abbotsford's city wide GHG emissions. In doing so, the City of Abbotsford could surpass its existing per capita GHG emissions reduction targets, and further support progress towards achieving provincial and federal targets for the necessary reduction of overall GHG emissions at the national scale.

OCP Policies Supporting GHG Reduction Targets

Parts II to IV of this OCP describe the City of Abbotsford's land use plan (Part II), associated policies (Part III), and strategies for implementation (Part IV), all of which contribute to the achievement of Abbotsford's GHG emissions reduction targets.

Part II presents the City's urban structure, growth plan, and land use plan, all guided by efficient land use management strategies that are anticipated to reduce vehicle use and help shift toward walking, biking, and transit, while accomplishing many other community goals.

Part III provides the detailed policies to support the land use plan, encouraging: the provision of diverse, affordable housing close to jobs and services; an accessible transportation system, that seeks to make walking, biking, and transit not only attractive but preferred options; and mixed use centres that provide the density, mix of uses, and connectivity necessary to further reduce vehicle travel and encourage other transportation options. Additional GHG emissions reductions are associated with policies to foster natural areas in both urban and rural parts of Abbotsford, expand the urban forest and ecological greenways, protect waterways and aquifers, conserve water, reduce solid waste, incentivize green building approaches, promote integrated stormwater management, and support local agriculture and food systems.

The implementation strategies described in Part IV will help ensure that the policies laid out in this OCP are accomplished through updates of other City plans and strategies that translate into GHG emissions reductions over the long term.



PART II: LAND USE



1

Urban Structure + Growth Plan

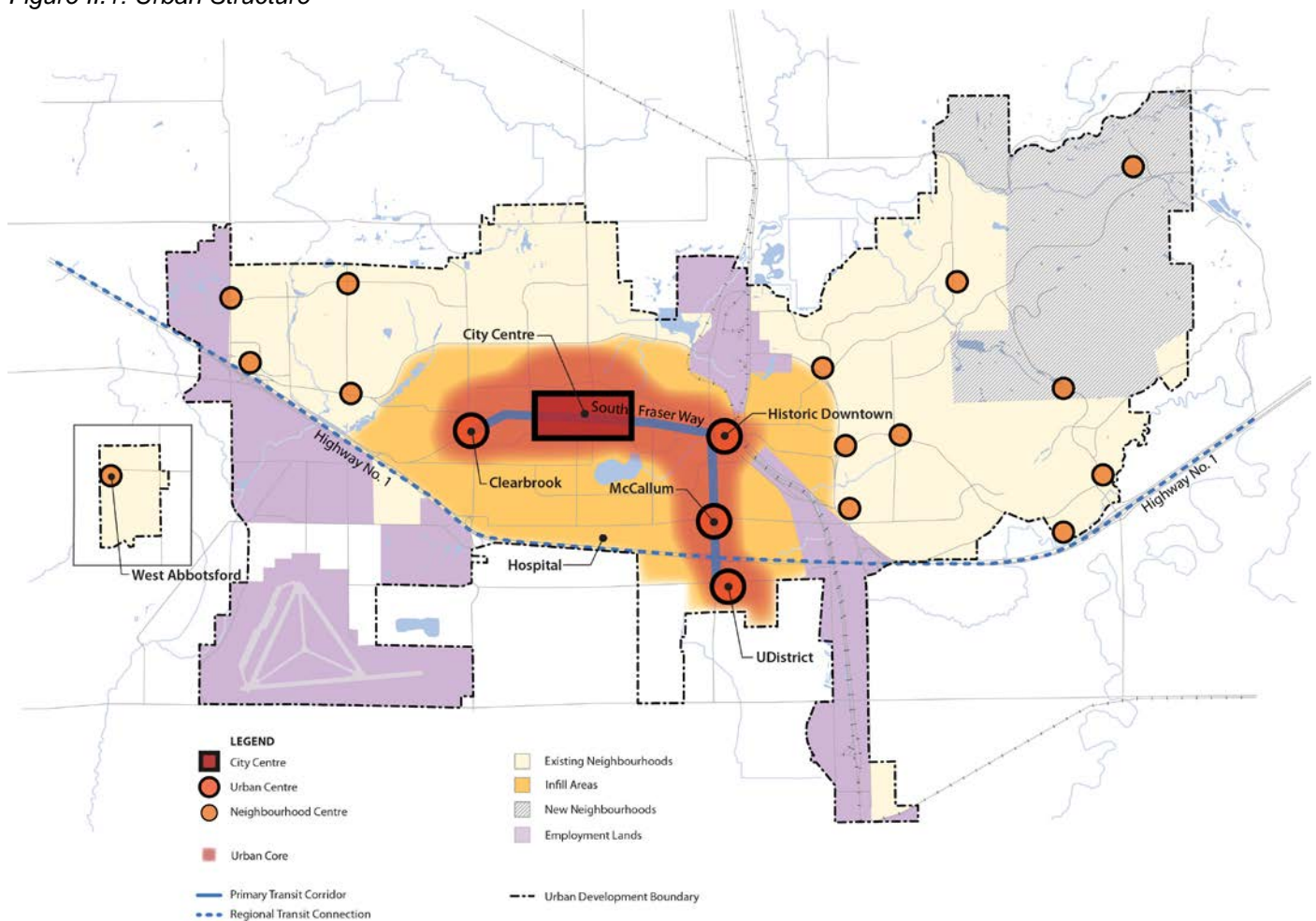


Urban Structure

Land use and growth management are among the most powerful policy tools at the disposal of local governments to direct growth and shape development. As such, land use and growth management policies are integral to achieving a community's vision and goals. The policies in this section are designed to help bring the Big Ideas to life.

The overall structure for the urban area is defined by a hierarchy of mixed use centres, anchored by ground oriented multifamily; low, mid, and high rise housing; and connected by the primary transit corridor that intensifies over time, as shown in *Figure II.1*.

Figure II.1: Urban Structure



City Centre

This is the centre of Abbotsford's public, economic, and cultural life, and it has a city wide draw. It is defined in part by South Fraser Way, a pedestrian friendly urban boulevard and retail street rich with street life served by frequent transit.

Urban Centres

This Plan identifies four mixed use Urban Centres. While they are secondary to the City Centre in terms of scale and intensity of use, they offer city wide appeal in addition to serving their surrounding neighbourhoods. Along with the City Centre, they are anchors on the Primary Transit Corridor, and the Historic Downtown and UDistrict in particular have a distinct character and function. They are community gathering places, places of employment, and rich with amenities and destinations.

Neighbourhood Centres

This Plan identifies 14 mixed use Neighbourhood Centres. They are secondary to Urban Centres in terms of scale and use, and are intended to serve their surrounding neighbourhoods, with short, walkable trips. They are community gathering places and meet many of the daily needs of nearby residents.

Urban Core

This is the area with the most redevelopment and intensification of uses, and includes the City Centre and all Urban Centres. It is served by the primary transit corridor that connects these Mixed Use Centres.

Infill Areas

These are existing neighbourhoods, which will retain their character while increasing residential density through gentle infill of ground oriented single detached and duplex buildings, as well as accessory units such as secondary suites and detached units. (B/L 2923-2019)

New Neighbourhoods

These are areas within the Urban Development Boundary that will see the development of new neighbourhoods.

Growth Plan

All future growth will be contained within the existing Urban Development Boundary, with 75% of future residential growth taking place in centres and existing neighbourhoods, and 25% of future residential growth taking place in new neighbourhoods. After the life of this Plan, future growth will continue to be accommodated within the Urban Development Boundary.

The following growth policies apply until Abbotsford reaches a population of 200,000 through the addition of 60,000 new residents (with additional growth possible through gentle, single lot infill), as per *Figure II.1*.

Urban Development Boundary

Abbotsford can grow to a population of 200,000 people and beyond while maintaining the Urban Development Boundary. Therefore, expansion of the boundary for residential growth will not be considered in the life of this Plan. Some areas of rural residential will occur at very low densities outside the Urban Development Boundary that may include a lower standard of services.

Focused Residential Growth

Focus an overall 75% of new residential growth (approximately 45,000 new residents) in centres and existing neighbourhoods, with the most intensification in the Urban Core. Specifically, focus:

- 60% of new residential growth (approximately 35,000 new residents) in the Urban Core; and
- 15% of new residential growth (approximately 10,000 new residents) in the Existing Neighbourhoods and around Neighbourhood Centres outside the Urban Core.

In the Infill Areas, gentle increases in residential density will occur through single lot redevelopment into additional ground oriented single detached, duplex, and accessory dwellings. This growth is in addition to the focused residential growth and occurs on a smaller scale, but significantly supports the Urban Core.

Other Residential Growth

Allow the remaining 25% of new residential growth (approximately 15,000 people) in areas designated as 'New Neighbourhoods'. The Plan anticipates that when the New Neighbourhoods growth is complete, future plans will continue to add people to existing neighbourhoods with minimal new areas for green field development.

Commercial Growth

Focus 70% of new commercial development in areas designated as 'City Centre', 'Urban Centre' and 'Neighbourhood Centre'.

Industrial Growth

No industrial designated land will be supported in changing to non-industrial designated uses. Industrial labour in Abbotsford currently comprises 30% of the total labour force and the Plan designates industrial lands for continued growth. The Plan also considers other City and regional objectives for industrial land supply in the Lower Mainland. Therefore, two Special Study Areas (A and B) are identified to further support both local and regional industrial needs.

Connections

The Centres of growth will be hubs connected through a coordinated network of transit and bike routes established in a new transportation plan.

Infrastructure

This Plan represents a significant turning point for the City in understanding whether growth pays for itself, and more importantly, what kind of growth pays for itself. Infrastructure planning and construction is tied to the land use plan to ensure efficient investments are made and that costs associated with servicing new development are fully borne by those who directly benefit. New developments will be required to fully pay for the costs of infrastructure capacity improvements that benefit the entire community through mechanisms such as: development cost charges, community amenity contributions, and other tools.

Beyond the Plan

This Plan establishes an urban structure that focuses growth around areas of concentrated amenities and services, building a 'city of centres' to a population of 200,000 people. Beyond 200,000 people, this Plan anticipates adding new centres and/or connecting these centres with corridors of higher density uses. Examples of these areas are the Urban Large Lot designation south of Mill Lake and the Secondary Commercial designation between the City Centre and Urban Centre of Historic Downtown. By focusing growth and supporting existing centres, the Plan supports growth there first before adding new areas for higher density uses.

2

Land Use Plan



Land Use Designations

Land use policies are outlined in *Table II.1* and are organized by the following designation groups:

Mixed Use Centres

These include the City Centre, Urban Centres, and Neighbourhood Centres, and are comprised of a mix of land uses and higher residential densities, and include the concentration of commercial retail and offices in the city.

Residential Neighbourhoods

These are predominantly residential neighbourhoods, with a mix of midrise and ground oriented multifamily buildings; single detached dwellings on a range of lot sizes; and accessory units such as secondary suites and detached suites.

Employment Lands

These are important employment lands that fall outside of Mixed Use Centres, including commercial and industrial uses, as well as Airport, Hospital, and Agriculture lands.

Supporting Lands

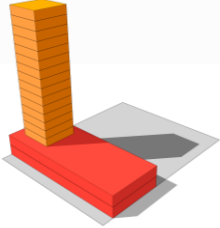
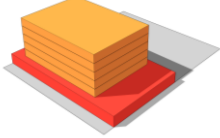
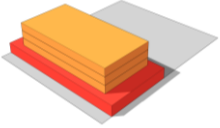
These are Institutional lands, open spaces, and other rural uses.

Land uses are illustrated on Maps 1 (Urban) and 2 (Rural). Building types are characterized by the following heights: lowrise buildings are 4 storeys or lower; midrise buildings are between 5 and 6 storeys; and highrise buildings are greater than 6 storeys.

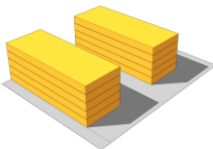
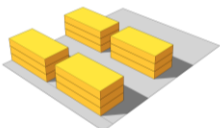
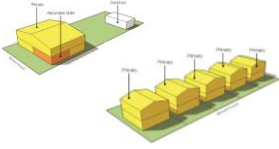
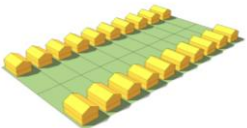


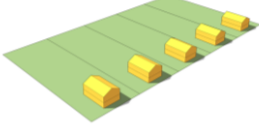
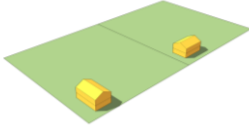
Table II.1: Land Use Designations

MIXED USE CENTRES

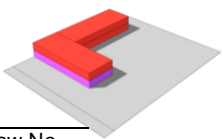
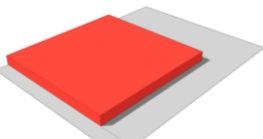
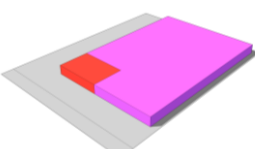
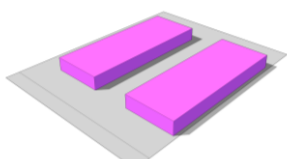
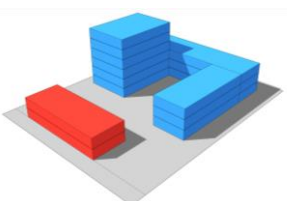
Name	Purpose and Description	Building Type and Height	Uses	Density (min and max)
City Centre 	<ul style="list-style-type: none"> • Enable a mix of multifamily and commercial uses to strengthen the core of the city • The primary hub of the city's employment areas and tourist accommodations • Serve a city wide area • Buildings typically include a mix of retail and/or office space on lower floors and residential units on upper floors 	Multi storey buildings including low, mid, and high rises. Heights are variable. (building heights will be clarified through a neighbourhood plan).	Mixed use (residential and commercial) Multi unit residential Commercial	1.0 to 2.5 floor space ratio (FSR)
Urban Centre 	<ul style="list-style-type: none"> • Enable a mix of multifamily and commercial uses to strengthen existing hubs that serve a city wide function • Serve a city wide or neighbourhood area • Buildings typically include a mix of retail and/or office space on lower floors and residential units on upper floors 	Multi storey buildings including low and mid rises. Heights are initially limited to 6 storeys (taller and varied building heights may be possible through a neighbourhood plan).	Mixed use (residential and commercial) Multi unit residential Commercial	1.0 to 2.0 FSR
Neighbourhood Centre 	<ul style="list-style-type: none"> • Enable a mix of multifamily and commercial uses that function as neighbourhood gathering places and destinations including shops, restaurants, cafes, and services • Serve a neighbourhood area 	Single or multi storey buildings including low rises. Heights are initially limited to 4 storeys (taller and varied building heights may be possible through a neighbourhood plan).	Mixed use (residential and commercial) Commercial	0.5 to 1.5 FSR; 4,000 m ² commercial retail unit maximum

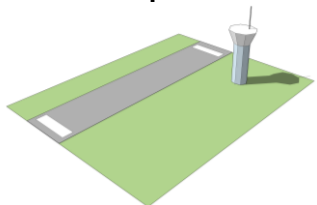
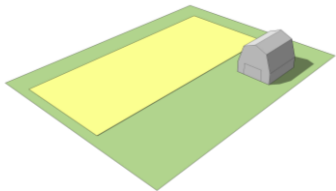
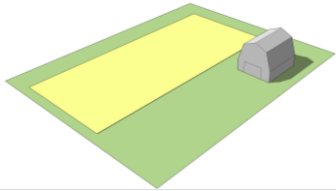
RESIDENTIAL NEIGHBOURHOODS

Name	Purpose and Description	Building Type and Height	Uses	Density (min and max)
Urban 1 – Midrise  Bylaw No. 2721-2018	<ul style="list-style-type: none"> Enable multifamily housing to strengthen and support the Mixed Use Centres, and Primary Transit Corridor 	<p>Multi storey buildings including low and mid rises, and integrated ground oriented units. Heights are initially limited to 6 storeys (taller and varied building heights, and ground floor commercial, may be possible through a neighbourhood plan).</p> <p>Large sites (1 ha or greater) may incorporate ground oriented buildings</p>	<p>Multi unit residential</p> <p>Accessory commercial (associated with a residential care facility)</p> <p>Home occupation, live/work</p>	<p>1.0 to 2.0 FSR (up to 2.5 FSR on existing or consolidated properties that are 2,500m² or less)</p>
Urban 2 – Ground Oriented 	<ul style="list-style-type: none"> Enable multifamily housing to support Mixed Use Centres and/or to serve as transition areas near single detached neighbourhoods 	<p>Ground oriented multiplex, duplex, row or townhouses. Heights are limited to 3 storeys.</p> <p>Large sites (1 ha or greater) may incorporate multi storey buildings up to 4 storeys</p>	<p>Multi unit residential</p> <p>Accessory commercial (associated with a residential care facility)</p> <p>Home occupation, live/work</p>	<p>0.5 to 1.5 FSR</p>
Urban 3 – Infill  Bylaw No. 2923-2019	<ul style="list-style-type: none"> Enable infill residential with density increases near City and Urban Centres and the Primary Transit Corridor in <i>Figure II.1</i> 	<p>Single detached dwellings, with some ground oriented duplexes</p>	<p>Residential with accessory units</p> <p>Home occupation, live/work</p>	<p>refer to “infill guidelines” following this table</p>
Urban 4 – Detached 	<ul style="list-style-type: none"> Enable low density single detached housing in neighbourhoods 	<p>Single detached dwellings, with some ground oriented duplexes</p> <p>Large sites (1 ha or greater) may incorporate ground oriented buildings up to 3 storeys</p>	<p>Residential with accessory secondary suite</p> <p>Home occupation, live/work</p>	<p>max 25 units per hectare (uph)</p>

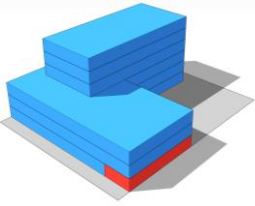
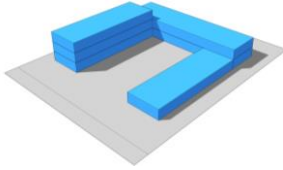
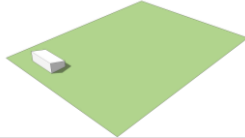
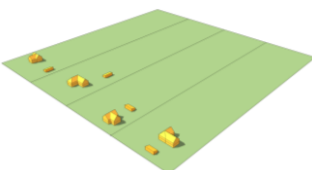
Name	Purpose and Description	Building Type and Height	Uses	Density (min and max)
Urban large lot 	<ul style="list-style-type: none"> Enable single detached housing in a large lot format that may include modified municipal service standards such as water, sanitary, or roads 	Single detached dwellings	Residential with accessory unit Home occupation, live/work	max 6.5 uph (gross density)
Suburban 	<ul style="list-style-type: none"> Enable single detached housing with suburban character in limited areas that may include modified municipal service standards such as water, sanitary, or roads 	Single detached dwellings	Residential with accessory unit Home occupation, live/work	max 2.5 uph (gross density)


EMPLOYMENT LANDS

Name	Purpose and Description	Building Type and Height	Uses	Density (min and max)
Secondary Commercial  Bylaw No. 2721-2018	<ul style="list-style-type: none"> Serve a neighbourhood or city wide area Commercial strip malls with off street surface parking Indoor industrial uses 	Small and medium format retail centres, generally 1 to 2 storeys. Heights up to 4 storeys permitted for tourist accommodations.	Commercial Indoor Industrial One accessory dwelling unit	up to 0.5 FSR (up to 1.0 FSR on existing or consolidated properties that are 1,000m ² or less)
Regional Commercial  Bylaw No. 3195-2021	<ul style="list-style-type: none"> Serve a city wide or regional area Large format commercial malls with off street surface parking Indoor industrial uses 	Large format retail centres, generally 1 storey. Heights up to 4 storeys permitted for tourist accommodations.	Commercial Indoor Industrial One accessory dwelling unit	up to 0.5 FSR; 4,000 m ² commercial retail unit minimum (40% of total floor space may be below minimum).
General Industrial 	<ul style="list-style-type: none"> Large lots and large buildings oriented around primarily on site circulation, surface parking, and storage 	Industrial buildings and structures, generally 1 to 2 storeys.	Industrial Accessory commercial One accessory dwelling unit	Variable
High Impact Industrial 	<ul style="list-style-type: none"> Large lots and large buildings oriented around primarily on site circulation, surface parking, and storage 	Industrial buildings and structures, generally 1 storey.	Industrial and High Impact industrial Accessory commercial One accessory dwelling unit	Variable
Health Campus  Bylaw No. 2721-2018	<ul style="list-style-type: none"> Enable hospital and supporting medical, and health, and residential care uses Serve a city wide or neighbourhood area Buildings typically include a mix of uses, are street fronting, and use surface, underground, and structured parking 	Single or multi storey buildings including low or mid rises. Heights are limited to 6 storeys.	Medical, health, and residential care Commercial	0.5 to 2.0 FSR

Name	Purpose and Description	Building Type and Height	Uses	Density (min and max)
Airport 	<ul style="list-style-type: none"> Provide airport and aerospace uses and limited related commercial services 	Aerospace buildings and structures, generally 1 storey with some multi storey	Aerospace Accessory commercial Agriculture	Variable
Agriculture 1 - Uplands  Bylaw No. 3247-2022	<ul style="list-style-type: none"> Large lots with rural character and active agricultural activity. In unique and limited circumstances, consider uses that support and enhance the agriculture industry and/or agricultural innovation. 	Farming with rural residential	Agriculture Residential with accessory units Non-farm uses approved by the Agricultural Land Commission	8 ha minimum subdivision, except where a smaller lot size is supported in this Plan.
Agriculture 2 - Lowlands  Bylaw No. 3247-2022	<ul style="list-style-type: none"> Large lots with rural character and active agricultural activity. In unique and limited circumstances, consider uses that support and enhance the agriculture industry and/or agricultural innovation. 	Farming with rural residential	Agriculture Residential with accessory units Non-farm uses approved by the Agricultural Land Commission	16 ha minimum subdivision, except where a smaller lot size is supported in this Plan.

SUPPORTING LANDS

Name	Purpose and Description	Building Type and Height	Uses	Density (min and max)
Institutional Complex 	<ul style="list-style-type: none"> Enable a mixed use civic hub with major institutions, assembly, and related office, commercial and residential uses Serve a city wide area 	Multi storey buildings including low and mid rises. Heights are initially limited to 6 storeys (taller and varied building heights may be possible through a neighbourhood plan).	Institutional Mixed Use (residential and commercial) Multi unit residential Commercial	1.0 to 2.0 FSR
Institutional 	<ul style="list-style-type: none"> Buildings with institutional uses and open spaces 	Heights are limited to 3 storeys	Institutional Places of Worship One accessory dwelling unit	up to 0.7 FSR
Open Space  Bylaw No. 2860-2018	<ul style="list-style-type: none"> Active and passive parks, trails, fields, recreation facilities Preserved natural areas, steep slopes, sensitive habitat, streams (by land trust, covenant, or zoning) Supporting civic facilities (with associated office and commercial services) for properties outside of the Agricultural Land Reserve 	Recreation facilities and out buildings.	Recreation areas Protected areas Institutional One accessory dwelling unit in parks	Variable
Country 	<ul style="list-style-type: none"> Enable housing in a rural setting with 'acreage' or hobby farm character This includes modified municipal service standards such as water, sanitary, or roads 	Detached dwellings	Residential with accessory unit Home occupation, live/work Agriculture	max 0.5 uph (gross density, generally 2ha lots)

Name	Purpose and Description	Building Type and Height	Uses	Density (min and max)
<p>Rural</p> 	<ul style="list-style-type: none"> • Preserve rural landscapes for the life of this plan • This includes modified municipal service standards such as water, sanitary, or roads 	<p>Detached dwellings</p>	<p>Residential with accessory unit</p> <p>Home occupation, live/work</p> <p>Agriculture</p>	<p>max 0.13 uph (gross density, generally 8 ha lots)</p>
<p>Rural Centre</p> <p><u>Bylaw No. 3247-2022</u></p>	<ul style="list-style-type: none"> • Preserve and enhance existing services in rural agricultural areas • Provide opportunities for civic and institutional uses to support the agricultural community 	<p>Varies depending on the use</p>	<p>Mix of residential, commercial, industrial, and institutional</p>	<p>Variable</p>

Density and Development Calculations

The following policies apply when calculating density for development.

Bylaw No.
2721-2018

Decimals when determining residential units per hectare will be ignored: 1.1 is rounded down to 1; 1.9 is also rounded down to 1. Decimals when determining floor space ratios are rounded to one decimal place: 0.15 and greater is rounded up to 0.2; 0.149 and lower is rounded down to 0.1.

Net or Gross

Unless otherwise stated in a neighbourhood plan, density within the Urban Development Boundary is determined based on net land area, except for the following land use designations:

- Urban Large Lot
- Suburban

Density outside the Urban Development Boundary is determined based on gross land area.

Net Land Area

The following land is removed to determine net land area when calculating density:

- Land with slopes 30% and greater, based on conditions shown in Map 14
- Streams (centre line of stream to top-of-bank, or high water mark when there is not a top-of-bank)
- Utility right-of-way's such as power lines and pipe lines

Bylaw No.
2721-2018

Except when land is removed as described above, the following land is included in the net land area when calculating density:

- Public road dedications
- Park land dedications
- Tree stands not included in the land areas removed above

For further clarity, on land that is included in the net land area but is provided as public road, park land, or tree stands as described above, density credit is calculated as follows:

- Using the minimum density provided in the land use designation
- When no minimum density is provided, using the maximum density

For example, a public road dedicated in the 'Urban 4 – Detached' land use designation would receive a 25 uph credit, while a public road dedicated in the 'Urban 1 – Midrise' or 'Urban Centre' land use designations would receive a 1.0 FSR credit.

Calculating Slope

Slope is calculated based on a 15m grid using conditions from the City's 2013 contour data, and is shown on Map 14 with the following intervals:

- 20-29%
- 30% and greater

Development applications may provide an alternate slope analysis, to the satisfaction of the City.

Accessory Units

Accessory units, including secondary suites and detached suites, are not considered units when calculating density.

Repealed

Bylaw No.
3400-2023

Accessory Units

Bylaw No.
2923-2019

Secondary Suites

Secondary suites are supported in all single detached dwellings subject to the following criteria:

- Not be on a cul-de-sac bulb
- Not be in a bare land strata (except where road infrastructure meets City bylaw standards)
- Have a minimum front lot line length of 12 m
- Have a minimum lot size of 400 m²
- Be located on a Collector or Local road, as shown on Maps 4 and 5

Garden Suites

In the 'Urban 3 – Infill' land use designation, the accessory unit may be a detached garden suite instead of a secondary suite, subject to the secondary suite criteria above and the following additional criteria. Where the criteria below conflict with the secondary suite criteria, the criteria below will prevail.

- Have a minimum lot size of 540 m²
- Have a maximum height of one storey

Coach Houses

In the 'Urban 3 – Infill' and 'Urban 4-Detached' land use designations where a lot has municipal lane access, the accessory unit may be a detached coach house instead of a secondary suite, subject to the following criteria:

- Have a minimum front lot line length of 9 m
- Have a minimum lot size of 300 m²

Infill Guidelines

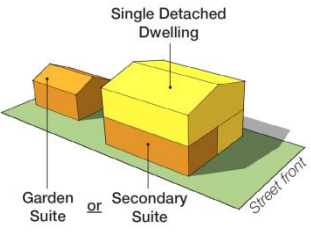
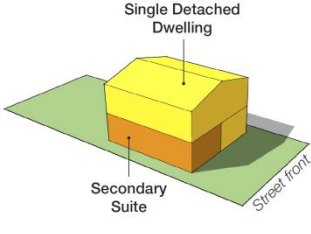
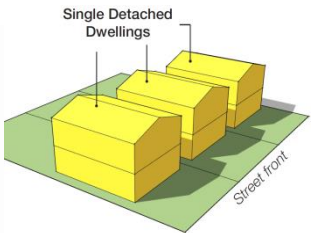
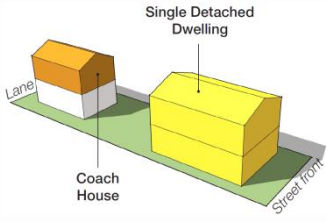
Bylaw No.
2923-2019

Within the 'Urban 3 – Infill' land use designation, infill redevelopment is supported based on the following guidelines in Table II.2. The same criteria provided above for accessory units also apply in the 'Urban 3 – Infill' designation.

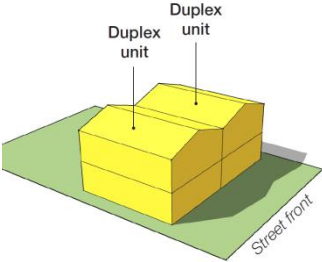
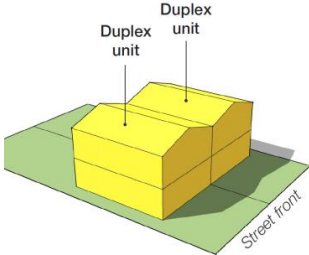


Table II.2: Urban 3 – Infill Guidelines

Single Detached

Use	Front lot line length (min)	Accessory unit (subject to Accessory Units criteria)	Density	
			Lot size (min)	FSR guide
 <p>a. Single detached dwelling with garden suite or secondary suite</p>	12 m	1 unit: Garden Suite (55 m ² max) <u>or</u> Secondary Suite (90 m ² max)	540 m ²	0.5 (not incl. Garden Suite)
 <p>b. Single detached dwelling with secondary suite</p>	12 m	*1 unit: Secondary Suite (90 m ² max) *only on lots 400 m ² or greater	300 m ²	0.5
 <p>c. Single detached dwelling</p>	10 m-11.99 m	Not permitted	300 m ²	0.5
 <p>d. Single detached dwelling with coach house</p>	9 m	1 unit: Coach House (55 m ² max)	300 m ²	0.5 (not incl. Coach House)
Municipal lane access required				

Duplex

Use	Front lot line length (min)	Accessory unit	Density	
			Lot size (min)	FSR guide
 <p>a. Two attached duplex units on one lot</p>	18 m	Not permitted	540 m ²	0.5
 <p>b. Two attached duplex units on two lots</p>	9 m per lot (18 m total)	Not permitted	270 m ² per lot (540 m ² total)	0.5

Subdivision

In the case of subdivision within the 'Urban 3 - Infill' land use designation, conventional subdivision is preferred given that the built form of the area is predominantly street-facing. Panhandle and strata subdivisions are generally incompatible with 'Urban 3 – Infill' neighbourhoods, and therefore may only be supported in unique circumstances, to be assessed and considered on a case-by-case basis where the neighbourhood character is maintained.

Corner Stores

Within the 'Urban 3 – Infill' and 'Urban 4 – Detached' land use designations, small scale accessory commercial uses are permitted, based on the following criteria:

- Must be a minimum of 400m from the nearest Neighbourhood Centre as shown on Map 1
- Must be a minimum of 400m from other Corner Store uses
- Must be on a corner when located on a Local road, as shown on Map 4
- Limited to 400m² total commercial floor area (200m² when on a Local road only)

Bylaw No.
2721-2018

Notwithstanding the "Building Height and Type" description of "Urban 3 – Infill" and "Urban 4 – Detached" in *Table II.1 Land Use Designations*, where a Corner Store is enabled the residential units may be located above the commercial space.

Institutional Uses and Places of Worship

The following criteria apply when Institutional uses change to other uses, or new places of worship are developed.

Institutional Change of Use

Land shown as Institutional on Maps 1 and 2 is eligible for using any land use designation that abuts the existing Institutional land use (not including land use designations separated by a public road right of way). Such a change in land use requires an OCP amendment application and be reviewed by the City to determine the best fit for the area and the objectives in this Plan.

New Places of Worship

The following criteria will be used when considering the location of new places of worship:

- Must be within the Urban Development Boundary
- Must be within the following land use designations as described in *Table II.1*:
 - City Centre
 - Urban Centre
 - Neighbourhood Centre
 - Urban 1 – Midrise
 - Urban 2 – Ground Oriented
 - Urban 3 – Infill
 - Urban 4 – Detached
 - Secondary Commercial
- Must not be in the Agriculture land use designation as shown on Maps 1 and 2
- Must be along an Arterial or Collector road, as shown on Map 4
- Have enough land to meet off-street parking requirements in the Zoning Bylaw
- Have sufficient water supply and sanitary capacity to meet City bylaw requirements
- Be compatible with adjacent properties in terms of size and scale of activity

Agricultural Enhancement Endowment Fund - Net Lot Area

When determining Agricultural Enhancement Endowment Fund contributions, the calculation of net lot area excludes environmental features requiring protection and the associated setbacks (e.g., watercourse setbacks).

For clarity, the following land is included in the net lot area when determining Agricultural Enhancement Endowment Fund contributions:

- Public road dedications
- Utility rights-of-way, such as powerlines/pipelines, not included in the area removed above

Lot Size in Agricultural Areas

Rezoning and site specific Zoning Bylaw amendments within the Agricultural 1 - Uplands and Agricultural 2 - Lowlands land use designations to permit a lot size below the thresholds of Table II.1 may be considered in the following circumstances:

- Provision of transportation or utility infrastructure serving public interests
- Subdividing off the portion of a split-designated lot that is not designated for Agriculture
- New public civic and public institutional uses in Rural Centres
- Properties with existing Agricultural Land Commission subdivision approvals
- A remnant agricultural parcel created through the above scenarios

Home Site Severances

Minimize the size of a home site severance parcel to maximize the agricultural potential of the remaining farm operation parcel.

Rural Centres: ALR Properties

New Civic and Institutional Uses

For properties generally identified within a Rural Centre on Map 2, proposals for public civic and public institutional uses necessary to support the surrounding agricultural community (e.g., parks, public schools, post offices, fire halls, etc.) will be considered on a case-by-case basis.

Subdivision below the Agricultural 1 - Uplands and Agricultural 2 - Lowlands land use designation minimums will be considered where required to minimize the impact on agricultural land.

Proposals for new public civic and public institutional uses will be considered in the context of, but not limited to, the following:

- Compliance with the *ALC Act*, policies, and regulations, or ALC approval;
- Transportation infrastructure can adequately support the traffic generated by the use, and/or proposed improvements will adequately mitigate issues;
- Water supply and wastewater can be adequately addressed; and
- Buildings and structures are generally compatible with the local scale and character.

Special Study Areas

As outlined in Part I of this Plan, Abbotsford can grow to a population of 200,000 people while maintaining the Urban Development Boundary. Therefore, this Plan does not support expansion of the Urban Development Boundary for residential growth. While this approach enables smart and responsible growth of the city, building a complete and diverse community is equally important. Accordingly, a number of Special Study Areas are highlighted for further planning and analysis for industrial and park uses.

The following describes the intent of the Special Study Areas shown on Maps 1 and 2.

Areas A & B

In 2004, the City of Abbotsford completed a detailed study of the industrial land inventory and explored opportunities to add additional industrial land to ensure a long term supply. This resulted in approximately 180 hectares (445 acres) of industrial designated land added to the 2005 Official Community Plan. Much of that industrial land is now used for industrial purposes and will be fully absorbed within the life of this Plan. Special Study Areas A and B are highlighted for future industrial growth because of proximity and access to:

- Highway No. 1
- Abbotsford International Airport – YXX
- Rail
- Other industrial uses

While these areas have been highlighted for future industrial growth, they reside within the Agricultural Land Reserve and must be approved by the Provincial Agricultural Land Commission. They will only be considered for industrial uses through a comprehensive planning process led by the City, taking into account existing industrial land inventory and technical aspects such as servicing, traffic and buffering. Until this planning process is completed and approved, all properties must comply with existing zoning.

Areas C & D

The City of Abbotsford strives to provide an adequate and diverse supply of parks and open space for residents. As Abbotsford grows to a population of 200,000 people, acquiring and maintaining parks and open space will be a key component to the quality of life in the community.

New neighbourhood parks and trails will be established where growth is occurring in existing neighbourhoods, like the City Centre, and in New Neighbourhoods located on Sumas Mountain. However, there is a need for large, city wide active park space to serve the broader community. This requires sites with a significant amount of land and specific conditions to work, which are not available and cannot be accommodated within existing or New Neighbourhoods.

Special Study Areas C and D are highlighted for future large format, city wide active park space because of their lot configurations, ideal topography, and proximity to:

- Existing neighbourhoods
- Growth areas
- Existing parks
- University of the Fraser Valley (UFV)

In addition to future active park space, these two areas are conducive to agricultural related uses that are more accessible to the public, community groups and students; and for agricultural exhibition,

research and development, and education. In particular, these areas would support further expansion and growth of UFV's agricultural programs in conjunction with community agricultural programs.

The special study areas reside within the Agricultural Land Reserve and must be approved by the Provincial Agricultural Land Commission. They will be considered for development through a comprehensive planning process led by the City, taking into account existing park inventory and future needs. Until this planning process is completed and approved, all properties must comply with existing zoning.

Temporary Use Permits

Authority

In accordance with the *Local Government Act*, an Official Community Plan may designate areas where temporary uses may occur, and may specify general conditions regarding the issuance of Temporary Use Permits in those areas.

Area

The entire City is designated as an area where a Temporary Use Permit may be considered. The temporary use designation is intended to apply to operations that are temporary in nature and the designation does not in itself permit specific uses on the designated sites.

Conditions

The following conditions apply to Temporary Use Permits:

- A Temporary Use Permit may specify the conditions under which the temporary use be carried on.
- All Temporary Use Permits should address other policy directions in this OCP, including the compatibility with the character of the neighbourhood and surrounding uses. Appropriate landscaping, screening and buffering may be included as conditions of the permit to protect adjacent land uses.
- All sites on which a Temporary Use Permit is issued must generally be able to service the requested temporary uses within existing servicing capacity, and not require significant upgrades.
- The applicant or owner may be required to remove buildings, and restore property to a specific condition when the use ends.
- Upon expiration of a Temporary Use Permit, the permitted uses revert to those outlined in the City of Abbotsford Zoning Bylaw No. 2400, as amended.

PART III: POLICIES



7

Create a City Centre

Bylaw No.
2913-2019



Vision

When asked where the heart of the city is located, all residents will point to the same recognizable place that is the centre of public, economic, and cultural life. This City Centre will have a clear identity and sense of arrival, and will evolve into Abbotsford's most vibrant area, scaled to pedestrians and rich with diverse housing, destinations and activities. It will also continue to be the employment hub in Abbotsford, with strong links to the Civic Precinct and Mill Lake.

Big Picture

South Fraser Way as an Urban Boulevard

Transform South Fraser Way into an urban boulevard where walking, biking and transit become enjoyable ways to experience the City Centre. Vibrant street fronting buildings and diverse destinations make the boulevard a place people choose to visit and linger – it is a destination, not a thoroughfare.

Break Up Large Blocks and Build at a Human Scale

Create a fine grain street network to shorten large blocks and reduce walking distances, establishing more human scaled and connected streets that city centres require. Transition away from the current focus on vehicles towards a focus on people through measures such as the elimination of large surface parking lots and overly wide intersections with high speed turn lanes.

Connect Mill Lake

Establish Mill Lake as an integral part of the City Centre's sense of place and identity by connecting the City Centre to the lake through prominent visual and physical links.

10,000 more people

Bring into the City Centre residents who can walk to shop, play, and work. Reinforce the major employment hub with housing, diverse commercial amenities, and community attractions, drawing visitors from across the city and beyond.

Refer to the City Centre Neighbourhood Plan for a detailed plan for the neighbourhood (Bylaw No. 2913-2019, cited as "Official Community Plan Bylaw, 2016, Amendment Bylaw No. 6").

2

Establish Distinct + Complete Neighbourhoods

Bylaw No.
2920-2019



Vision

Abbotsford will be a city where neighbourhoods and smaller districts will be as complete and mixed use as possible, while also having their own distinct character and sense of place. Residents can work, and enjoy amenities and services such as cafes, shops, schools, and parks nearby, often within walking distance of home.

These neighbourhoods will set the stage for vibrant public life, in which people feel compelled to leave their homes on foot and cross paths with neighbours, enhancing health, safety, and community. Diverse housing types will create housing choice and will allow residents to live in their chosen neighbourhoods throughout their lives.

Big Picture

Housing Options

Establish diverse housing types within all neighbourhoods, increasing the range of options in terms of affordability, tenure, size, and type that support flexible housing options, including multigenerational living and aging in place.

More People to Support Neighbourhood Retail

Support neighbourhood retail and community amenities in as many existing neighbourhoods as possible in order to provide daily needs within walking distance. This is done by establishing greater residential densities that provide market support for economically viable grocers and other shops and retail uses.

Neighbourhood Main Streets

Rethink streets in Urban and Neighbourhood Centres to focus on people by turning them into destinations for gathering, shopping, and lingering.



Policies

The policies in this Chapter apply across the city and Neighbourhood Plans for particular areas of the city will consider them in more detail. In addition, some neighbourhoods already have specific character and policies for those areas are included below. Additional policies relating to the City Centre are in Chapter 1.

HOUSING

2.1 Housing Diversity

Support diverse housing types for a variety of household sizes, incomes, tenures, and preferences, ranging from single detached homes and townhomes, to low, mid, and high rise residences, and distribute them across the city. Specific policies in this Plan include:

- Secondary suites in all single detached dwellings, subject to the criteria listed in Part II of this Plan.
- Infill opportunities through single lot redevelopment, subject to the criteria listed in Part II of this Plan.

2.2 Housing Affordability

Support mixed affordable housing options such as small homes and accessory units including secondary suites and detached units where appropriate, which can serve as mortgage helpers for owners while providing affordable options for renters or extended family members.

2.3 Housing Design

Encourage innovations in housing design such as passive solar and energy efficiency.

2.4 Family Friendly

Support the needs of households with children in multifamily developments by establishing the following requirements in the Zoning Bylaw:

- Minimum outdoor amenity space
- Minimum number of two and three bedroom units

2.5 Age Friendly

Incorporate age-friendly design that responds to the needs of older individuals and people with disabilities. Specifically, develop design criteria for accessible units, and establish a minimum number of units required to be accessible in the Zoning Bylaw.

2.6 Non Market Housing

Increase the amount of affordable and adequate accommodation for lower income households including by:

- Increasing the supply of non-profit rental social housing through partnership and collaboration;
- Identifying City-owned land with opportunities for non-profit housing, housing demonstration projects, and supportive housing for individuals with special needs; and
- Supporting a range of affordable housing options using a housing first approach along the housing spectrum, including shelters and safe houses, transitional/temporary housing, supportive housing, and independent living options, especially in transit-accessible areas.

LAND USE

2.7 Mixed Use Centres

Through a mix of uses including retail, office, and residential, create a mix of uses that functions as a distinct neighbourhood. This includes focusing the highest densities and greatest mix of uses in the Urban and Neighbourhood Centres within individual neighbourhoods. This approach of a 'city of centres' is described in Part II of this Plan.

2.8 Retail Streets

Use individual Neighbourhood Plans to determine where the primary Retail Streets will be that give priority to active uses at street level, with any on site surface parking located at the rear of buildings.

2.9 Residential Intensification

Focus residential intensification around the Urban and Neighbourhood Centres as outlined in Part II of this Plan.

BUILDINGS

2.10 Maximum and Minimum Setbacks

In the Urban and Neighbourhood Centres, use maximum and minimum setbacks to ensure there is sufficient space to accommodate seating or other amenities within public and semi-public spaces along Retail Streets.

STREETS

2.11 Street Connectivity

Create a more connected street network that breaks up larger blocks and increases the number of intersections. This can include improved 'catwalk' or cul-de-sac connections and mid block crossings that make dead end streets or long blocks easier to navigate. In Urban and Neighbourhood Centres, pay particular attention to intersection design through public spaces and corner buildings.

2.12 Street Design

Establish detailed street design and architectural standards to make walking, biking, and transit delightful throughout Urban and Neighbourhood Centres, with particular emphasis on Retail Streets as determined in individual Neighbourhood Plans. This includes all elements of streets as 'urban rooms', including street and building edges, separating pedestrians and moving traffic, and forward views.

Example street cross sections are in the following Chapter 3, 'Make Walking, Biking, and Transit Delightful'.

2.13 On Street Parking

Permit on street parking throughout the Urban and Neighbourhood Centres where strategically effective to minimize the need for off street surface parking. Balance this relative to other street design and public space goals such as separating pedestrians and moving traffic and enabling delivery vehicle access that supports Retail Streets.

2.14 Off Street Parking

Minimize off street surface parking in Urban and Neighbourhood Centres, requiring residential and commercial parking to be situated underground or within buildings along Retail Streets.

RURAL AREAS

The following policies apply to areas outside the Urban Development Boundary that are not in the Agricultural Land Reserve.

2.15 Development and Use

Development in these areas will be low density residential that has a rural character with reduced infrastructure services, and low impact recreation opportunities such as biking and horseback riding.

2.16 Geography and Environment

Sumas and Vedder Mountain are prominent physical features in Abbotsford that will continue to provide both park and open space areas for people to enjoy; and areas of natural habitat for coastal forest plants and animals.

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3

Make Walking, Biking, + Transit Delightful



Vision

Residents will choose to get around by foot, bike, and transit because they will be convenient and enjoyable options in Abbotsford. Along with wheelchair use, walking will be safe, accessible, interesting, and enriching, and it will be the first choice for residents for short trips. Shorter trips will become more common with a growing number of destinations in walking distance of one another.

For longer trips, residents will choose to get around by bike and transit, with both of these options being seamlessly integrated into the lifestyles of residents of all ages and abilities.

Goods movement and personal vehicles will still be a daily reality in city life during the life of this Plan. However, by making walking, biking and transit truly enjoyable options, Abbotsford will work better for everyone.

Big Picture

Align Land Use and Transportation

Ensure decisions, investments, and policies embrace the synergy and overlapping relationship between land use decisions and transportation, recognizing that the most important element of achieving a shift to walking, biking and transit is supportive land uses.

Redesign Streets

Make people the most important consideration when planning and designing new streets (or retrofitting existing streets), creating places for safe, enjoyable walking and cycling, as well as for lingering, meeting, and people watching.

Transportation Choice

Increase transportation choice by making walking, biking, and transit the most attractive options for most trips in the Urban Core and Neighbourhood Centres, and viable options everywhere.

Rethink Parking

Create the conditions for efficient use of existing parking while managing demand. Support the need for less parking over time, and in particular less surface parking in Mixed Use Centres.

Policies

The policies in this Chapter apply across the city, and Neighbourhood Plans and an updated Transportation Master Plan will consider many of them in more detail.

PRIORITIZE PEOPLE, NOT CARS

3.1 Mode Emphasis

Make transportation investment, space allocation, and improvement decisions in the Urban Development Boundary, particularly the Mixed Use Centres, based on a new hierarchy as follows:

1. Walking (including accessibility)
2. Biking
3. Transit
4. Goods Movement
5. Multiple Occupant Vehicles
6. Single Occupant Vehicles

In areas outside the Urban Development Boundary, make transportation decisions with the intent to balance mobility modes over time. Although this standard is lower than the urban places, improvements relating to walking, biking and transit are still desirable.

3.2 Mode Targets

Develop ambitious but realistic city wide and neighbourhood specific mode targets that emphasize walking, biking, and transit use year-round, reflecting a multi-modal city. A suggested starting target is 25% of all trips being made without a vehicle in the life of this Plan, an increase from 7% today.

3.3 Budget Targets

Establish budget targets and align annual budget allocations to the new mode hierarchy and mode targets. Demonstrate how proposed spending supports achieving both during the budget process.

3.4 Wayfinding

Create a comprehensive direction system that is easy to understand and navigate for pedestrians, cyclists and transit users. Signage and mapping should be located at regular intervals along pathways and transit corridors, and could include real time information. Facilitate this through public art and urban design.

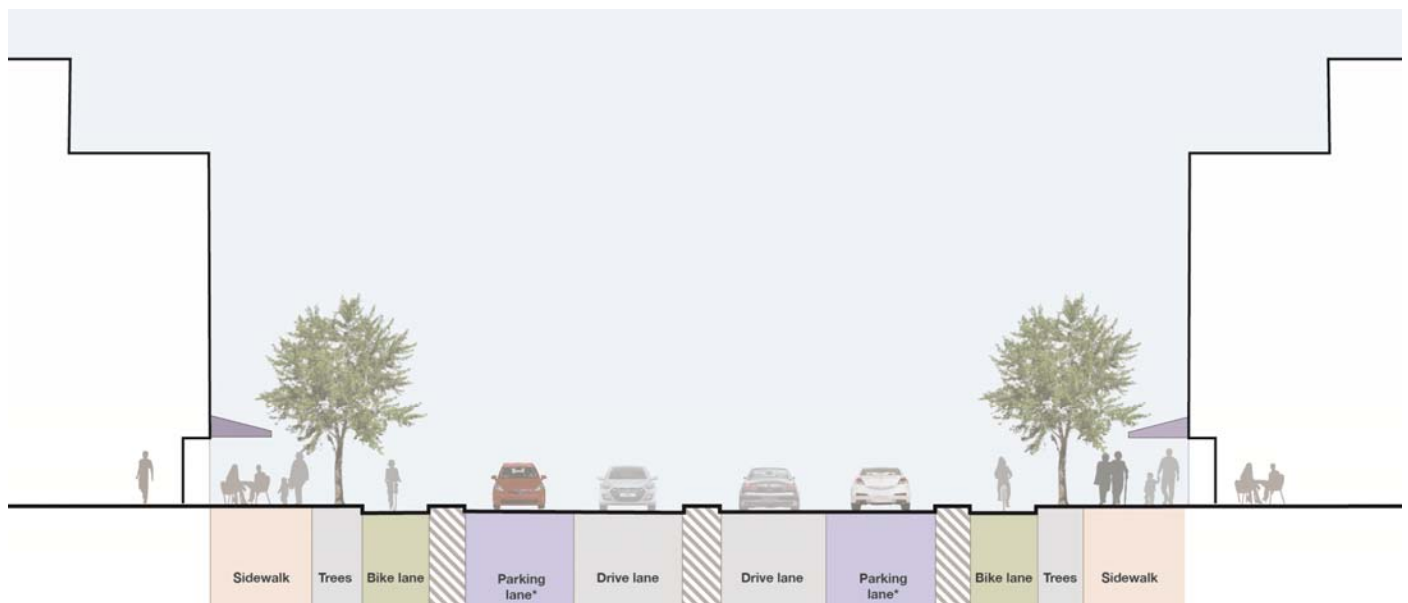
3.5 Rethink and Redesign Streets

Design right of way's to encourage people to walk, bike, and take transit, particularly along streets in the Urban Core and Neighbourhood Centres. As needed, accommodate other unique situations such as emergency vehicles in creative ways that achieve the objectives of this Plan. Example conceptual street cross sections are below in *Figures III.1, III.2, III.3, and III.4.*

Figure III.1: City Centre Main Street Concept (South Fraser Way)



Figure III.2: Urban Centre Main Street Concept



*Note: parking lanes could also be used as transit lanes during peak travel times.

Figure III.3: Neighbourhood Centre Main Street Concept

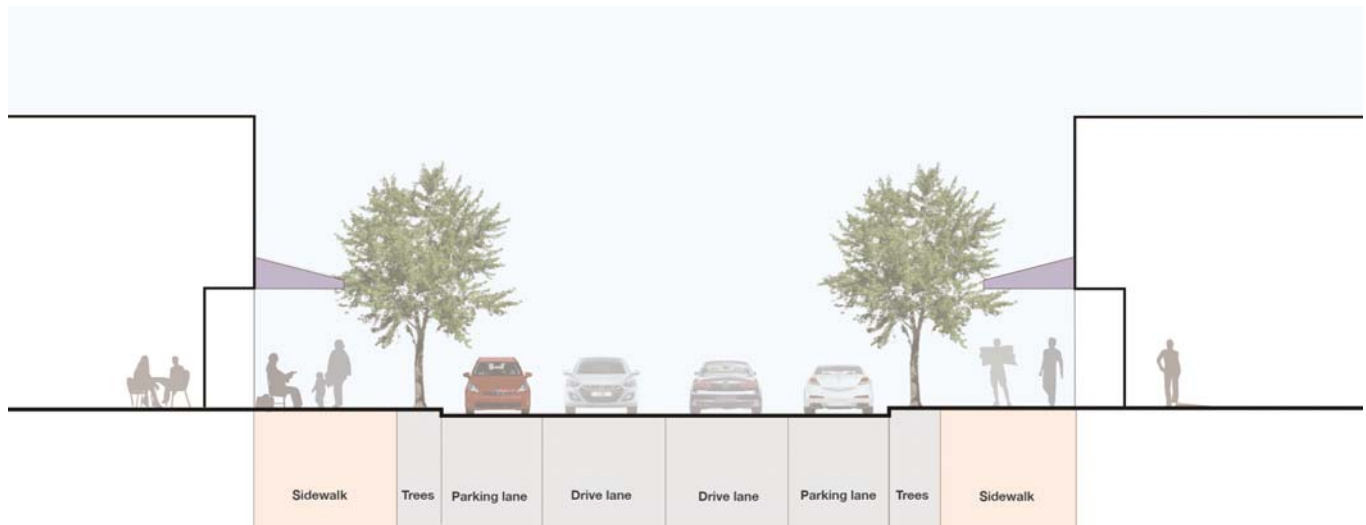


Figure III.4: Neighbourhood Residential Street Concept



WALKING

3.6 Shorter Distances to Destinations

Reduce travel distances by planning uses closer together and creating more direct connections to destinations. This includes building connections by providing more compact, mixed uses, multiple direct route options, reducing block sizes, and adding mid-block crossings where necessary.

3.7 Sidewalk and Pedestrian Pathway Design

Increase the safety, accessibility and enjoyment of sidewalks and pedestrian pathways by improving the design of new streets and retrofitting existing streets as they are replaced or upgraded:

- Develop continuous sidewalks with no interruptions or obstacles.
- Adjust or extend curbs at intersections to reduce crossing distances.

- Maximize crosswalk visibility through lighting, pavement markings, curb extensions, and clear sight lines.
- Use different materials and raise sidewalks in parking areas.
- Minimize the width and number of driveways that cross sidewalks.
- Plant street trees and ensure a full cover mature tree canopy is created over time.
- Use landscaping, bike lanes, and/or on street parking to separate sidewalks from vehicle travel lanes where the posted speed limit is 30 km/hr or greater.
- Investigate innovative street approaches such as complete streets, shared streets, and pedestrian streets.

3.8 Public Seating

Provide opportunities for rest, with seating at regular intervals on sidewalks and other pedestrian paths.

3.9 Signal Priority and Frequent Crossing

Give pedestrians priority with signal timings, including pedestrian head starts to allow less mobile pedestrians to cross. Particular attention should be paid to signal times and frequent crossing opportunities in the Mixed Use Centres.

BIKING

3.10 Route Network

Create a continuous and complete urban network of safe, direct biking routes suitable for commuting, school, and other daily trips. The network should connect as many residents as possible to major employment, education, amenity, and service nodes in the Mixed Use Centres with dedicated bike lanes or bikeways. Consider the use of Local streets to expand the network beyond Collector and Arterial streets.

3.11 Bikeways

Use principles outlined in best practice guides for urban bikeway designs, including separating routes adjacent to traffic travelling at 50 km/hr or greater, at high volumes, and/or including truck routes, and prioritizing one way over two way cycle tracks. Ensure 'catwalk' and other pathway connections are designed with bollards instead of gates to facilitate biking.

3.12 Conflict Zones

Highlight potential conflict zones with pavement markings, including intersections and crossings. Creative and playful measures are encouraged.

3.13 Bike Parking

Provide abundant, weather protected, secure, and conveniently located bike parking in all new multifamily, mixed use, commercial, institutional, major employment hubs, and major transit locations.

3.14 End of Trip Facilities

Encourage and create incentives for end of trip facilities including showers, changing areas, and lockers/storage in new major employment developments.

TRANSIT

3.15 Frequent Transit Network

Create a simple and easily understandable frequent transit network by focusing improvements on the primary transit corridor in the Urban Core (*Figure 11.1*) and connections to the surrounding Neighbourhood Centres. Deliver the highest frequency of service on the primary transit corridor in the Urban Core and protect the flexibility for other transit opportunities in the future, such as rapid bus or light rail, both in dedicated transit lanes.

3.16 Transit Stops

Review and revise policies and regulations to locate transit stops within short distances of intersections to enable quick connections and reduce jaywalking (use 25 metres as a target). Design the stops and nearby public and private space to contribute to the safety and comfort of waiting areas. Prioritize these improvements in the Urban Core and at other high demand locations.

3.17 BC Transit

Work with BC Transit to develop a strategy for achieving all day frequent transit service (10 minute headway) along the frequent transit network described above in the life of this Plan. This could include transit priority treatments such as signal coordination, transit bulges, intersection queue jumping, and dedicated transit lanes to reduce transit travel times and improve reliability, particularly in the Urban Core.

VEHICLES AND PARKING

3.18 Design Speeds

Ensure street design does not encourage or facilitate speeding beyond the intended speed limit. This may include ‘street diets’ to narrow streets to widths that match the intended speeds and expanding the traffic calming program.

3.19 Street Hierarchy

Establish a more detailed set of street design and cross section standards that considers surrounding land use and the needs of all users to meet the objectives of this Plan. This will ensure cross-town trips with vehicles are possible on some streets, while others become destination streets rather than through streets.

3.20 Parking Supply

Review parking standards for new developments to ensure oversupply does not occur. Ensure flexibility to grant lower minimums in denser areas, and employ parking maximums to reduce surface parking lots in strategic areas and to reduce supply over time as part of achieving the mode shift target.

3.21 Parking Management

As the City Centre and Urban Centres are developed, consider develop public parking strategies that promote a high turnover of stalls through time limits or parking fees. This helps promote economic activity and manage demand.

3.22 Electric Vehicles

Study the potential to require electric vehicle charging infrastructure in new multifamily, mixed use, employment centre developments where appropriate. Encourage retrofitting of existing buildings to include electric vehicle charging infrastructure.

GOODS MOVEMENT AND EMERGENCY VEHICLES

3.23 Goods Movement

Ensure goods movement space is maintained through creative and innovative methods that meet both commercial retail objectives and streets designed for all users. Pay particular attention to Mixed Use Centres.

3.24 Major Truck Routes

Limit heavy vehicle movement to designated Provincial and Municipal Truck Routes. Avoid truck routes through Mixed Use Centres.

3.25 Intersection and Street Design

Design the majority of the urban area to prioritize intersections for pedestrians and avoid unwelcoming and unattractive designs. Specifically target the Mixed Use Centres and consider innovative design treatments for infrequent, but necessary, delivery truck movements.

3.26 Emergency Vehicles

Work with emergency services to identify creative ways to provide emergency access while maintaining attractive and welcoming streets and intersections for pedestrians and cyclists. Minimize the overdesign of streets for large emergency vehicles such as fire trucks.



4

Make Places for People



Vision

Abbotsford will have beautiful and interesting public places. While pedestrian-friendly buildings will provide the frame for public life, parks, plazas and other open spaces will provide the stage. Many sidewalks will be filled with people going about their daily lives, walking, lounging, socializing, playing, kissing, eating, shopping, creating, dancing, exploring, and people-watching.

Abbotsford will also create places that are inclusive of all people and their diverse needs and aspirations, and that support a vibrant community. Public places will support people meeting people who are different from one another.

Abbotsford's economy will continue to be one of the most diverse and resilient in the country. With significant regional importance, the hospital, airport, and agricultural land will continue to draw investment. New opportunities for fibre optic, creative, and technology industries will add to Abbotsford's attraction.

Big Picture

Open Spaces and People Places

Support a diverse and dynamic system of parks, recreational facilities, and trails, as well as urban plazas, streets, and other places and features.

Creative and Cultural Expression

Support creative and cultural expression in public spaces and throughout the city, and celebrate local heritage. Embrace a sense of experimentation in the activation of people places.

Local Economy

Support a vibrant, local, diverse, and resilient economy, leveraging both new and established assets related to fibre optics, the city centre, airport, agriculture, University of the Fraser Valley, and hospital.

Inclusive and Diverse Community

Foster inclusivity in Abbotsford through diverse and accessible building and public space, and amenities that meet a variety of cultural priorities.

Policies

The policies in this Chapter apply across the city, and Neighbourhood Plans and updated Master Plans will consider many of them in more detail.

PARKS AND RECREATION

4.1 Mill Lake

Create a comprehensive plan for Mill Lake, including strategies for adjacent development and integration with the City Centre Neighbourhood Plan.

4.2 Park and Open Space Distribution

Provide new parkland and greenways in areas identified as being deficient and in future growth areas, high density areas, and intensification areas. Include urban types of parks such as plazas, boulevard tree strips, and other types of people places when assessing new parkland needs.

4.3 Recreation Access

Provide access to a variety of recreation programs and services in neighbourhoods.

4.4 Park Acquisition

Acquire parkland through dedication associated with development projects where it fits within the broader open space network.

4.5 Colocation

Cluster parks and open space, where possible, with areas for active and passive recreation use that accommodate institutions and social facilities, indoor and outdoor recreation facilities, retail and restaurant areas (in the case of urban places), and other community amenities. Discourage small, isolated, single purpose parks.

4.6 Safety

Ensure consistent application of Crime Prevention Through Environmental Design (CPTED) principles in the planning and design of parks, trails, and recreational facilities, where aligned with holistic design principles.

4.7 Ecological Management

Manage parks in an environmentally sensitive manner, and consistent with the policies in Part III.

4.8 Greenways

Connect neighbourhoods, where possible, to multiuse pathways and other trails that link neighbourhoods to Mixed Use Centres, park amenities, and recreation areas.

ARTS, HERITAGE, AND CULTURE

4.9 Cultural Inclusiveness

Ensure cultural resources and activities provided by the City are inclusive:

- Respond to the cultural needs and aspirations of Abbotsford's diverse population through culturally relevant programs, services, and facilities.

- Encourage cultural expression – through events, public art, and other means – that reflect diverse community interests and needs.

4.10 Public and Performance Arts

Provide appropriate places and buildings for artistic expression and public art in formal or informal settings, such as in parks, greenways, open spaces, and performance venues.

4.11 Library Access

Ensure library facilities are accessible to residents across the city.

4.12 Heritage Inventory

Identify, conserve, and protect cultural heritage and historic buildings, including but not limited to First Nations sites, national historic sites, civic cemeteries, and properties on the *Community Heritage Register*, and Statements of Significance.

4.13 Heritage Conservation Areas

Assess the feasibility of applying heritage conservation areas to protect and enhance concentrated areas of heritage and historic buildings, such as Clayburn Village. Consider applying a heritage conservation area to other areas such as historical rural centres, or Historic Downtown when completing the Historic Downtown Neighbourhood Plan.

4.14 Education and Access

Support access to municipally-owned cultural, archival, and museum collections that facilitate learning about Abbotsford's past and present.

COMMUNITY DEVELOPMENT

4.15 Inclusion and Diversity

Encourage cultural diversity and cross-cultural awareness to actively build a culture of tolerance and give residents opportunities to fully engage in the community, workforce, education, and public life.

4.16 Children, Youth and Families

Recognize children and youth as citizens who contribute in their own way towards the quality of urban life. Approach their needs and the needs of families through coordinated amenities and services, transit, and public spaces; and through social development infrastructure such as health, education, employment, and housing.

4.17 Older Adults

Consider the needs of older adults to promote active aging, aging in place, and providing a continuum of care to ensure they remain socially connected, active, and supported in their homes and community.

4.18 Social Spaces and Connectedness

Create neighbourhoods that are designed to encourage social interaction and community participation opportunities. This can include community hubs with shared social service delivery and places that integrate health care, child care, family services, and local economic activity.

4.19 Community Safety

Collaborate, advocate and communicate with public safety agencies to ensure shared outcomes and coordinated responses. Build strong communication and public awareness practices that focus on pro-active policing and prevention for greater quality of life, safety and well-being.

4.20 Policy Advocacy

Leverage shared funding with other levels of government through advocacy to support the City's limited mandate and resources to address social needs. Measure, monitor and articulate local priorities for the community to support advocacy objectives.

ECONOMY AND EMPLOYMENT

4.21 Local Jobs and Short Commutes

Continue to balance the number of jobs to number of residents employed in the labour force in the city, reducing the need for longer commute distances for residents. Support opportunities for jobs within complete neighbourhoods wherever feasible.

4.22 Employment Hubs

Support employment hubs by encouraging the City Centre as the primary office hub of the city, with supporting office and amenity areas near the University of the Fraser Valley and the Abbotsford Regional Hospital.

4.23 Abbotsford International Airport (YXX)

Continue to support the growth and expansion of the airport as a destination for domestic and international flights, and aerospace related industries.

4.24 Creative Industries

Investigate opportunities for expanding creative industries, including consideration of measures to create affordable studio or workshop space, live/work uses, and flexible spaces where people can gather to share equipment and ideas. Leverage existing high tech infrastructure, such as the fibre optic network through the City Centre and Urban Centres, to draw new industries into the urban area.

4.25 Technological Industry Advancement

Support technological advancements and integration by existing industries such as agriculture, advanced manufacturing, and aerospace/aviation to develop Abbotsford as an innovation hub. Consider developing a technology strategy for creating a colocation hub or incubator in the City Centre and Urban Centres.

4.26 Industrial Land Supply

Ensure that an adequate supply of industrial land exists to meet anticipated future needs as described in Part II of this Plan, protected from uses and conditions that could destabilize it.

4.27 Diverse Local Economy

Encourage the continued diversification of a local economy that supports existing businesses, encourages the development of new businesses, and facilitates home-based business development with a wide variety of sectors. A distinct focus will be continuing to grow Abbotsford's well established strategic sectors: agriculture, aerospace/aviation, and niche manufacturing.

4.28 Foster a Vibrant Business Community

Support a vibrant business community through local economic development programs including:

- Business retention and expansion (BR&E) by supporting existing business and their plans for growth and expansion, as they drive the majority of Abbotsford's economic growth, using initiatives such as Business Walks, Eat Local, and GIS site finding.
- Investment attraction by marketing the city as an attractive destination for new business investment, with a focus on attracting sustainable growth in strategic sectors (e.g. businesses looking to invest for the long term and increased opportunities for building a local skilled workforce).
- Start up support through resources and connections for early stage entrepreneurs who see Abbotsford as a long term home for their new businesses.

4.29 International Marketing

Position Abbotsford as a destination for global business, leveraging key and consistent messaging in communications, including:

- Showcasing Abbotsford as the most ideally positioned community within the Lower Mainland.
- Spotlighting Abbotsford's transportation network, with affordable, highly efficient access to all of North America, the U.S. Pacific Northwest, and Asia Pacific.
- Marketing Abbotsford as a diverse, livable community on the outskirts of one of the most desired global hubs in the world.



5

Improve Natural + Built Systems



Vision

Abbotsford will become both more “city” and more “country”, where the city becomes more urban and the integrity of the country becomes stronger. In the country, Abbotsford’s cherished natural areas will be enhanced. Habitat will provide space for wildlife to thrive, recreational areas will provide residents access to nature close to home, and ecosystems will provide Abbotsford with clean land, air, and water.

Nature will also find its way into the city and will be “close to home” for everyone, with a growing tree canopy, creative landscaping, green infrastructure and architecture, and other green and naturalized open spaces. Abbotsford will plan with long term perspective emphasizing a sustainable approach to planning and managing municipal infrastructure, and to meaningfully address challenges associated with climate change and other global and local ecological issues.

Big Picture

Natural and Built Areas in the City and Country

Bylaw No.
2721-2018

Protect and maintain ecosystems, habitat and habitat corridors, and environmental quality within the city and enhance it by increasing the urban tree canopy, embracing integrated stormwater and invasive species management practices, and creating new greenways throughout the city.

Views

Views to natural features such as Mt. Baker are protected and highlighted.

Resource Conservation and Responsibility

Reduce consumption and conserve water and energy resources for current and future generations. Plan with a long term perspective to address the challenges associated with climate change, and minimize Abbotsford’s contributions to climate change.

Sustainable Infrastructure

Emphasize a sustainable approach to managing municipal infrastructure by maximizing the efficiency and performance of the existing infrastructure, and planning for infrastructure to support long term growth.

Policies

The policies in this Chapter apply across the city, and Neighbourhood Plans and updated Master Plans will consider many of them in more detail.

NATURE IN NEIGHBOURHOODS

5.1 Ecological Greenways

Enhance and restore ecological links between existing natural areas and public open spaces, increasing connections between isolated habitats.

5.2 Urban Forest and Tree Canopy

Expand and strengthen a healthy and diverse tree canopy to improve air quality, capture carbon dioxide, reduce heat island effects, support public health and quality of life, and create beauty in the city through a number of approaches:

- Establish a tree canopy coverage target.
- Increase the urban forest to a determined target in public spaces;
- Require tree conservation strategies, and street tree plantings and landscaping in all development and infrastructure projects. Ensure street planting are at close intervals and with suitable growing conditions to allow a mature “kissing canopy” on all streets over time.

5.3 Retention of Natural Landforms

Retain natural landforms, such as escarpments (including Townline Hill and McKee Peak), ravines, rock promontories, hilltops, and glacial erratics.

5.4 Riparian Habitat

Bylaw No.
2721-2018

Maintain the City’s *Streamside Protection Bylaw, 2005*, that defines setback widths depending on existing stream and riparian conditions. Streams and riparian areas should be restored to improve the quality of urban streams in particular, including the potential for day-lighting some streams.

5.5 Terrestrial Habitat

Bylaw No.
2721-2018

Protect terrestrial habitat, particularly areas with species at risk, and mitigate areas of habitat loss.

5.6 Viewscapes and Vistas

Protect viewscapes to natural features such as Mt. Baker, north shore, and Fraser Valley mountains, and minimize the visual impact of development on the hillside from the lowlands.

CONSERVATION AND RESILIENCE

5.7 Flooding Hazards

Identify floodplain hazards and impacts to infrastructure systems, such as transportation, agriculture, water, and economic. In particular, align habitable space in the floodplain with the provincial flood construction levels.

5.8 Aquifer Protection

Protect the Abbotsford-Sumas aquifer using tools within the City’s regulatory mandate and communicate the importance of aquifer protection. Consider using an aquifer protection plan.

5.9 Climate Change and Disaster Resilience

Conduct an assessment of municipal infrastructure to determine the level of risk and impact from more frequent and larger storms, droughts, or other natural disasters such as earthquakes, and ensure future development is informed by this assessment.

5.10 Green Buildings

Develop a strategy to create regulations, incentives, and remove regulatory barriers to reduce energy consumption in buildings. This could be considered, among other places, as part of a broad strategy of incentives offered through a coordinated density bonusing program. Incentives should be used only for significant green design achievement, and should not be used where regulations and other techniques are reasonably available.

5.11 Water Quality

Improve local water quality through reduction of point and non point source pollution, and through watershed planning in partnership with neighbouring and regional jurisdictions.

5.12 Air Quality

Promote strategies that reduce local air pollution, including measures to protect the Fraser Valley airshed from additional point pollution sources such as energy plants.

SUSTAINABLE INFRASTRUCTURE

5.13 Drinking Water

Continue to work with Abbotsford Mission Water and Sewer Commission to ensure drinking water supply and distribution is managed and expanded to safeguard public health, protect the environment, and provide adequate supply for a growing population:

- Monitor demand and implement conservation strategies including awareness and education.
- Implement system efficiencies to ensure infrastructure use is maximized.
- Plan for short, medium and long term water supply sources.
- Replace infrastructure reaching the end of its useful life cycle, and coordinate replacing with other road and utility replacement programs.

5.14 Stormwater

Support an integrated stormwater management approach for the comprehensive management of surface water, stormwater, and ground water resources that promotes healthy aquatic ecosystems, resilience to climate change and the maintenance of hydrologic systems.

Continue using Integrated Stormwater Management Plans for watersheds and designing stormwater features to form part of the broader open space network.

Continue to implement and manage the drainage systems in the floodplains to support agriculture production in these areas.

5.15 Wastewater

Continue to work with Abbotsford Mission Water and Sewer Commission to meet or exceed provincial and federal wastewater treatment regulations to safeguard public health and protect the environment.

- Monitor flow and effectiveness of treatment measures.
- Implement system efficiencies to ensure infrastructure use is maximized.
- Plan for short, medium and long term treatment systems.
- Replace infrastructure reaching the end of its useful life cycle, and coordinate replacing with other road and utility replacement programs.

5.16 Solid Waste

Support ongoing initiatives that will provide for effective and responsible solid waste management of recyclables, compostables, and garbage through programs, education, services, policies, guidelines and alignment with the Fraser Valley Regional District's Solid Waste Management Plan:

- Waste diversion of 65% by 2018
- Waste diversion of 80% by 2020
- Waste diversion of 90% by 2025
- Practice the six R's of waste management: Rethink, Reduce, Reuse, Recycle, Recover, and Residual Management
- Consider material recovery as a component for achieving the waste diversion targets

5.17 Flood Protection

Work with senior levels of government to assess projected impacts on dykes and stormwater infrastructure and respond to changing conditions through management strategies. Particular attention should be given to the Fraser River, Vedder Canal and Sumas River for protection of the Sumas and Matsqui Prairies.

5.18 Franchise Utilities

Ensure the coordination of land use planning with the provision of essential utility infrastructure to facilitate project efficiencies, minimize costs and reduce disruption to the public.

Update the Underground Wiring Policy to prioritize the Mixed Use Centres.

5.19 Gravel Extraction

Gravel extraction and mining activities fall under the jurisdiction of the Provincial government leaving local government limited authority to manage it. As such, it is important to liaise with Provincial agencies responsible for gravel to ensure the City's interests are recognized. Gravel extraction eligible areas are identified in Map 15 and provide clear direction regarding long term gravel resources in Abbotsford.

5.20 Land Reclamation and Restoration

Continue and enhance reclamation and restoration of land used for temporary uses such as soil removal or aggregate extraction, returning the land to original and improved conditions.

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6

Enhance Agricultural Integrity

Bylaw No.
3247-2022



Vision

Abbotsford's agricultural areas – which comprise a longstanding pillar of the local economy and form a vital part of Abbotsford's character – will be protected and maintained as places for agricultural growing, production and processing, and a place for thriving livelihoods.

This rich agricultural identity will also be felt more strongly within urban areas, where community gardens and other forms of agriculture take root, and where local markets and food culture flourish.

Big Picture

Agriculture in the Country

Ensure Abbotsford is surrounded and sustained by a thriving and diverse agricultural sector through maintaining agricultural uses in viable agricultural areas, and encouraging public support for agriculture.

Food in the City

Support the establishment of urban agriculture, such as community gardens, edible landscaping, and permanent markets.



Policies

The policies in this Chapter apply across the city, and will support the regulation of Abbotsford's agricultural lands in coordination with senior levels of government.

AGRICULTURE IN THE COUNTRY

6.1 Partnerships Supporting Agriculture

Continue to work with senior levels of government (e.g., Ministry of Agriculture and ALC), agricultural stakeholders, and the broader community to develop and maintain up-to-date regulations that enable agriculture to grow and thrive.

6.2 Consistency in Agricultural Zoning

To improve regulatory consistency throughout the ALR, the Agricultural One (A1) and Agricultural Two (A2) zones will serve as the primary zones for regulating agriculture in Abbotsford. Other existing zones, such as A4, A5, A6, have been used previously to regulate non-farm uses within the ALR and scenarios for their future use should be minimized.

6.3 Capacity of Existing Agricultural Lands

Preserve viable agricultural land within the context of the Official Community Plan growth vision and support steps to increase the productive capacity of existing farmland. Explore and support opportunities to encourage the use of fallow or underutilized properties.

6.4 Value Added Opportunities

Support appropriately scaled value-added agri-business opportunities in suitable locations, including practices such as farm product processing, agricultural waste management, enhanced on-farm vertical integration, and activities that connect consumers with Abbotsford farms and agricultural products.

6.5 Permanent Buildings for Temporary Farm Worker Housing

While permanent on-farm buildings and structures for temporary farm worker housing are strongly discouraged in agricultural areas, site-specific applications for new permanent buildings may be considered in unique circumstances where temporary manufactured buildings will not meet the operational needs of the farm.

6.6 Support Agricultural Innovation and Agri-tech

Foster agricultural innovation by exploring strategic land use opportunities for agri-industrial within the Agricultural Land Reserve to develop, demonstrate and deploy emerging agri-technologies, facilitate advanced agri-education and research, increase farm commodity processing capacity, and effectively manage agricultural by-products.

Advance this policy in collaboration and coordination with the senior government agencies to identify strategic opportunities and locations for this use in Abbotsford.

6.7 Food Culture on the Farm

Support the agricultural sector through local and regional initiatives to promote and further develop the local food industry and culture. Consider opportunities to improve community visibility and the celebration of agriculture through enhanced branding, signage, and wayfinding in Abbotsford's ALR.

6.8 Holistic Food Systems

Support a thriving food system throughout the city, including local production, processing, distribution, celebration, consumption, nutrient recovery, and waste to energy.

6.9 Environment

Ensure agricultural activities support and respect human health, natural environments and groundwater resources in farming areas, particularly in relation to agricultural waste management, composting, anaerobic digestion, and incineration on farms.

6.10 Rural Centres

Recognize the important role Abbotsford's seven historical rural centres play in serving the needs of the local and surrounding agricultural communities by:

- Supporting opportunities for new public civic and public institutional uses (e.g., public schools, parks, fire halls, post offices); and
- Preserving and enhancing existing services in consideration of local context and community needs.

6.11 Agricultural Enhancement Endowment Fund

Implement the Agricultural Enhancement Endowment Fund ('Ag Trust Fund') by requiring a \$20,000 per acre contribution, calculated on the net lot area, for land that is rezoned in the area identified on Map 16.

Consider opportunities to expand the Ag Trust Fund program to further support agricultural research, innovation, and farm practices. Consider revisiting the per acre contribution requirement if new lands are added to the endowment fund contribution area in the future.

6.12 Legal Non-Conforming Uses in Agriculture Land Use Designations

For properties designated "Agriculture 1 - Uplands" or "Agriculture 2 - Lowlands" in the City's Official Community Plan, which have existing non-agricultural zoning, Council may consider Zoning Bylaw amendments to recognize the historical uses on the property, provided:

- the use is compatible with surrounding properties or supports the agricultural industry; and
- the property is not located within the Agricultural Land Reserve, or is deemed by the Agricultural Land Commission to be exempt from the *Agricultural Land Commission Act* and its Regulations, in accordance with Section 23(1) of the *Agricultural Land Commission Act*, as amended.

FOOD IN THE CITY

6.13 Food Culture in the City

Support initiatives to bring agriculture to the city through branding, marketing, programs and events, (e.g., Taste of Abbotsford).

6.14 Production and Sale

Enable the production and sale of food throughout the urban area by developing urban agriculture guidelines and permitting small scale, commercial urban food gardens.

6.15 Add Bees

Consider supporting additional urban agriculture activities that encourage self-sufficiency such as keeping bees in the urban area.

6.16 Community Gardens

Encourage and establish non-commercial community and demonstration gardens where feasible and appropriate in parks, right-of-ways, boulevards, vacant lots, and mixed use developments.

6.17 Farmers Market

Support establishing a permanent farmers market facility to create a year-round local agricultural presence in the urban area.

PART IV: MAKE THE PLAN WORK





How to Use This Plan



The Power and Primacy of this Plan

This Plan reflects a significant turning point for Abbotsford. The same energy and passion that went into creating the Plan will go into implementing it in the face of significant challenges and tough choices – it will not sit idle collecting dust. As Abbotsford grows and changes, the Plan will continue to be updated as required to address new opportunities in city building.

This Plan represents the principal policy direction for the city regarding how Abbotsford will change and evolve over time to a population of 200,000 people and beyond. It provides the overarching strategic direction for the City, from which all other plans and strategies should align. Where the policies of this Plan provide clearly different direction from more detailed existing regulations, such as the Zoning Bylaw, those regulations will be reviewed in a timely manner to bring them into alignment and support this Plan. In the interim, this Plan will not override such more specific regulations. Where existing regulations, as well as other standards, policies, and practices allow for interpretation, discretion or prioritization, such flexibility shall be used in ways that support the objectives and implementation of this Plan.

A New Approach

Realizing the Plan

This Plan will change the way City Hall does business. It will support continuously improved culture and communication between City Hall and the community, between departments, and between staff and Council. It will orchestrate strategically critical corporate efforts to bring existing plans, policies, standards, and practices into alignment so they support the Plan's successful realization.

This will include **an integrated approach** by continuing to build a **culture of holistic city building**, and addressing important inter-departmental issues in a strategic way with a **common definition of success**. Inter-departmental communication and relationships fostered during this Plan's development will continue and improve through the implementation.

During the development of this OCP, an approach to more full cost accounting was developed, which provided insights into the financial costs and the performance of growth options with respect to their ability to either help or hinder realization of the Big Ideas. This will continue as standard practice and will provide for more **informed decision-making**.

To realize the Plan, this **new approach of an integrated culture of holistic city building and informed decision making is paramount**. It requires saying 'no' to things that have been said 'yes' to in the past (and vice versa) and requires making hard decisions and tough choices in the face of significant pressure.

Engaging with Stakeholders, Partners, and the Broader Community

Experience and learnings from the Abbotsfordward process around a **more engaging form of public engagement** will be the "new normal". This includes dynamic and informative social media techniques, creative and multichannel outreach, and approaches that involve going to the public rather than expecting the public to come to City Hall.

Implementing this Plan will also involve **continued collaborative planning** with other jurisdictions, including the FVRD and other levels of government, as well as other community partners and stakeholders, many of whom helped build the vision and strategic ideas in this Plan.

2

Building the City: Implementation

Bylaw No.
2812-2018



Managing Growth to Achieve the Big Ideas

Infrastructure Phasing and Full Cost Accounting

The City will embrace a full cost accounting of growth decisions as standard practice, which includes lifecycle infrastructure costs and performance with respect to the Big Ideas. The City will coordinate major infrastructure and growth based on a phasing and financing plan that:

- Accounts for **lifecycle costs**, including construction and operation costs;
- Accounts for **outcomes related to the Big Ideas**, including but not limited to impacts on transportation choices and mode split, and housing choices;
- Manages the impacts of new development on **system wide services**;
- Optimizes the use of **existing infrastructure** to minimize financial and environmental impacts of growth;
- Addresses **both short and long term** growth requirements;
- Minimizes displacement of **natural and agricultural lands**; and
- Aligns with *Figure II.1*, as well as the approval process for capital funding with requests for ongoing operating funding.

Amenity Contributions, Density Bonusing, and Development Cost Charges

The City will explore new strategies of **community amenity contributions and density bonusing provisions** to improve the City's ability to acquire public amenities and other benefits related to the Big Ideas. These strategies will identify which public benefits will be bonusable; identify a new approach to calculating benefit amounts; and consider how specific bonusable items with individual applications will be selected.

The City will update its **development cost charges and capital budgeting approach** to move closer to full cost and lifecycle accounting of different types of growth in different locations, with the intention of better addressing costs and value creation, and supporting better city building.

Budget Alignment

One of the most important elements of Plan implementation is through the municipal budget. The City will incorporate a budget that takes a holistic approach to city-building, establishing and documenting how proposed spending supports achieving this Plan and its Big Ideas.

Development Alignment

All development proposals submitted to the City will be required to comprehensively and credibly identify how the proposal facilitates or inhibits realizing this Plan. Such analysis cannot be selective in the referencing of elements of this Plan, but must be comprehensive and consider the complete Plan and its overall objectives. Similarly, staff will provide its own review of proposal alignment with the Plan, ensuring the reviews do not become formulaic, but are candid and critical in their contextual and project specific consideration.

Alignment with Other Plans

The City of Abbotsford has many plans and strategies in place that provide direction for planning and development, engineering, and parks, recreation, and culture. Some of these plans and strategies already generally align with the OCP and may require a “tweak” or update from time to time, while others require a “rethink” in the approach and outcomes. In other instances, there are gaps in strategic direction and oversight for important geographic areas or topics within the city. Regardless of what category a plan may fall into, updates or creation of new plans or strategies must consider and align with the OCP.

Master Plans to Update

There are a number of plans that have a direct impact on the growth and development of the city that should be updated following adoption of the OCP as part of the implementation strategy. The following are a list of master plans that must be updated and undergo a critical review to align with the vision, policies and regulations of the OCP.

Planning and Development

- Zoning Bylaw (2014)
- Auguston: A New Traditional Town (1998)
- McKee Peak Planning Study (November 2005)
- City in the Country Plan (2004)

Engineering

- 2007 Transportation Master Plan (2009)
- Bicycle Master Plan (2004)
- Transit Future Plan (2012)
- Joint Water Master Plan
- JAMES Master Plan (2009/2010)
- Development Cost Charge Bylaw
- Integrated Stormwater Master Plans

Parks, Recreation, and Culture

- Parks and Recreation Master Plan (2005)
- Abbotsford Trail Development Strategy (2004)
- Arts and Heritage Master Plan (2004)
- Heritage Strategic Plan (2005)
- Mill Lake Park Action Plan (2003)

New Plans to Create

The following neighbourhood and other plans do not exist and would further support the vision, policies and regulations of the OCP:

- City Centre Neighbourhood Plan
- Urban Centres Neighbourhood Plans
 - Historic Downtown
 - McCallum
 - Clearbrook
- Neighbourhood Centres
 - Auguston
 - Immel/McMillan
- New Neighbourhoods
 - McKee Peak/Ledgeview
- Bonus Density and Community Amenity Contribution
- Family Friendly Housing in Urban Areas

Measuring Success

Ensuring the successful implementation of the OCP not only requires updates to other plans and strategies, but also ongoing monitoring and evaluation. It is vital to equip Council and City staff with the information needed to respond to the evolving context of the community, and to determine whether the OCP vision is being achieved. Staff currently provide an annual report outlining development activity and summarizing major planning initiatives. This report could be modified to measure how the City is performing relative to the vision of the OCP, and other creative approaches will be considered such as third party reporting.



3

Neighbourhood Plans

Bylaw No.
2812-2018



Neighbourhood Planning Framework

In addition to establishing plans for many Mixed Use Centres, neighbourhood plans will be developed for new residential areas as well as existing ones where a significant amount of intensification or other change is expected or desired. While each neighbourhood plan may vary in scope and outcome, the plan should follow the Neighbourhood Plan Guidelines outlined below.

Collaborative Planning Process

Each plan process must involve the development of a Public Engagement Strategy that outlines level of engagement of landowners, City staff and municipal partners, the general public, and other specific stakeholder groups identified in the Strategy.

OCP Conformity

Each plan must demonstrate how it conforms to this Plan, realizes the Big Ideas, and achieves the urban structure and overall growth objectives.

Technical Due Diligence and Full Cost Accounting

Each Plan must be substantiated by technical and costing studies that identify the following estimated impacts of the Plan: infrastructure and servicing costs; mobility and modal split; and natural area preservation or restoration (if applicable).

Neighbourhood Plan Structure

Each Plan must include the following elements, which are conceptually outlined in *Figure IV.1*. Other aspects may be included within a plan based on specific conditions.

- **Policy:** Statements demonstrating alignment with the OCP and providing strategic direction and vision for the neighbourhood.
- **Land Use:** Outline existing conditions, such as population, housing inventory, and commercial space. Provide detailed plans and regulations regarding envisioned land uses and densities.
- **Open Space:** Outline existing and proposed open spaces, including passive and active park spaces and networks, plazas and squares and other public realm opportunities.
- **Environment:** Outline natural environmental areas, such as streams, riparian areas, steep escarpments, forested slopes, old growth forest areas, critical habitat, species at risk habitat areas and wildlife corridors.
- **Transportation:** Integrate multimodal transportation choices. This includes existing and proposed street network and classifications, off street trails, and transit routes and stops. Unique street design may be incorporated into the plan for specific and unique circumstance where a street standard is not appropriate in achieving the plan vision.
- **Infrastructure:** Demonstrate how the proposed land uses and densities can be serviced with municipal water, stormwater, and sanitary, along with other private utilities, such as gas, electricity, and fibre optics. Each plan should include a servicing strategy that outlines the phasing and implementation of servicing.
- **Design Guidelines:** Provide neighbourhood specific design guidelines that align with and enhance the city wide Development Permit Guidelines.
- **Schools:** Outline policies relating to school site acquisition/expansion in conjunction with the School District.

- **Implementation:** Include an integrated plan showing the above elements and policy outlining the tools to implement, such as bonus density, community amenity contributions, development cost charges, latecomer agreements, etc., and the phasing or triggers to achieve them.

Relationship between the OCP and Neighbourhood Plans

When adopted, all neighbourhood plans will be added to the OCP, and will form a part of the planning framework for the City of Abbotsford. Where the neighbourhood plan provides greater detail or differs from the OCP the neighbourhood plan will prevail. In the case where the neighbourhood plan does not contain guidance or direction, the OCP continues to apply.

List of Neighbourhood Plans

Listed below are the neighbourhood plans that have been adopted and incorporated within the framework of the OCP:

Bylaw No.'s
2913-2019
2920-2019
3400-2023

- Schedule "B" - UDistrict Neighbourhood Plan (Bylaw 2812-2018)
- Schedule "C" – City Centre Neighbourhood Plan (Bylaw 2913-2019)
- Schedule "D" – Historic Downtown Neighbourhood Plan (Bylaw 2920-2019)
- Schedule "E" – McKee Neighbourhood Plan (Bylaw 3400-2023)

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PART V: DEVELOPMENT PERMIT GUIDELINES



Development Permit Areas and Guidelines

Development Permits are one of many tools to help achieve the policy objectives and vision set out in this Plan. With significant land constraints it is becoming increasingly important to guide the way development looks and feels in established neighbourhoods and the way it interfaces with agriculture and the natural environment. As the city grows to 200,000 residents, these Development Permit Guidelines can continue to help transform Abbotsford's urban area into an attractive, vibrant and safe environment that respects the varied landscapes that surround and compose it. This work depends on ensuring the following guidelines are welcomed, understood and adhered to.

The *Local Government Act* authorizes municipalities to designate Development Permit Areas in the Official Community Plan for several purposes including: the establishment of objectives for the form and character of commercial, industrial or multifamily residential development; the protection of farming; the protection of the natural environment, its ecosystems and biological diversity, and; the protection of development from hazardous conditions. Where an area is designated, land development and construction only takes place after a development permit has been issued.

To establish objectives for the form and character of commercial, industrial or multifamily residential development, the City designates lands subject to Form and Character Development Permits:

1. Mixed Use Centres Development Permit Area
2. Multifamily Residential Development Permit Area
3. Commercial Development Permit Area
4. Industrial Development Permit Area

To protect farming, the City designates lands subject to Protection of Agriculture Development Permits:

5. Protection of Agriculture Development Permit Area

To protect the natural environment, its ecosystems and biological diversity, the City designates lands subject to Natural Environment Development Permits:

6. Natural Environment Development Permit Area

To protect development from hazardous conditions, the City designates lands subject to Steep Slope Development Permits:

7. Steep Slope Development Permit Area

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Mixed Use Centres Development Permit Guidelines



Area

Commercial or Mixed Use development occurring in City Centre, Urban Centre, Neighbourhood Centre, or Institutional Complex land use designations is subject to these Form and Character Development Permit Guidelines.

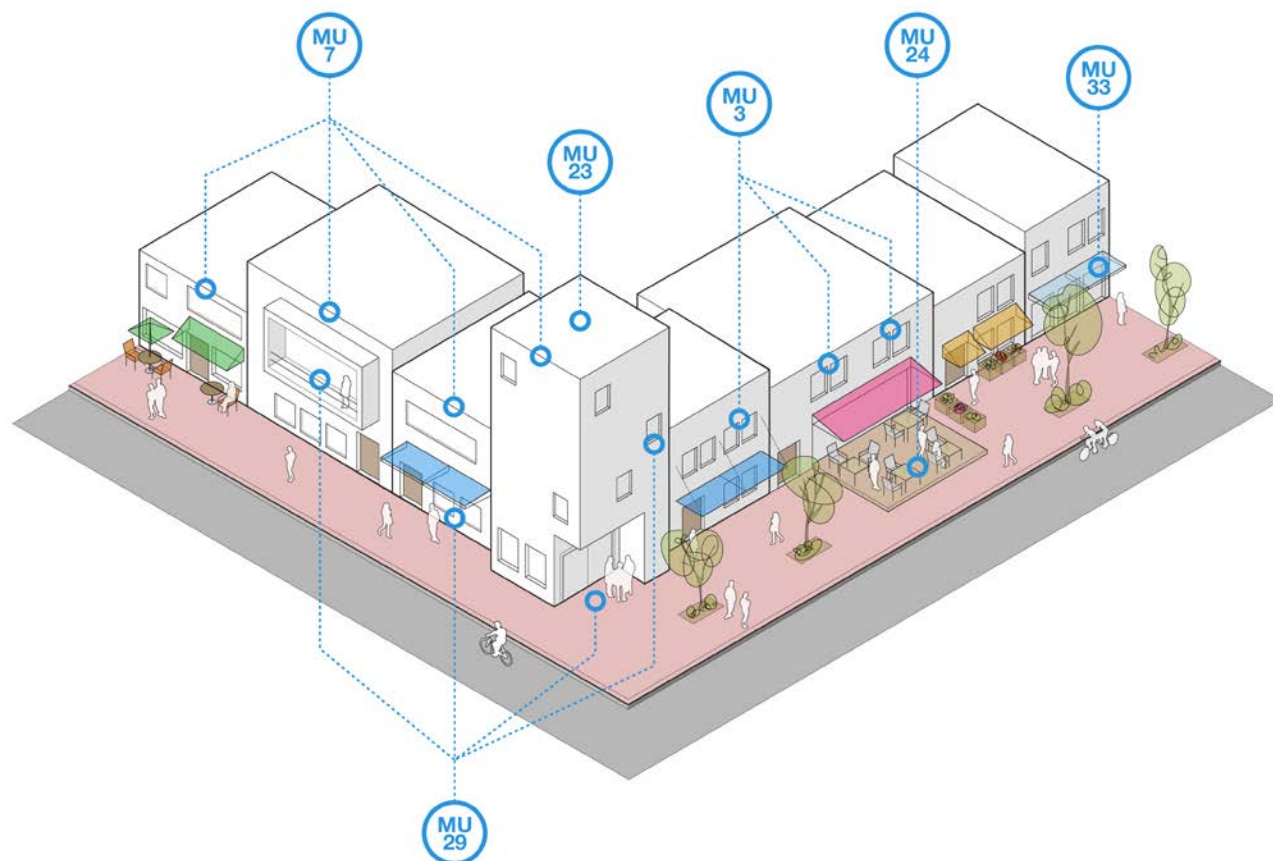
Justification

As the city grows, new Commercial and Mixed Use development will be encouraged to cluster in centres that act as the focal point of neighbourhoods across the city. It will be important for this development to be compatible with the neighbourhoods they will serve, and to contribute to the livability and vibrancy of streets and public spaces.

Objectives

Bylaw No.
2721-2018

The following guidelines are intended to encourage the construction of attractive, livable and animated shopping streets. New Commercial and Mixed Use development in these areas should seek to enhance the public realm and provide ample opportunities for residents and visitors alike to gather and socialize. Crime Prevention Through Environmental Design (CPTED) principles have been incorporated directly into many of these guidelines, but does not preclude additional specific CPTED analysis as required. The figure below illustrates how individual guidelines work together to create vibrant streets that are desired in Mixed Use Centres.



Exemptions

Bylaw No.
2721-2018

1. Subdivision
2. Interior Renovations
3. Façade renovations limited to repainting or recladding without changing the roofline, footprint or number of openings into the building
4. Signage copy change
5. Minor landscaping improvements that do not reduce or remove amenity space
6. Building additions to a maximum of 50m² not abutting a street
7. Emergency circumstances to remove any immediate danger
8. Buildings that have been destroyed by fire and/or natural disaster less than 75%, as determined by the building inspector provided the building massing, siting and general appearance are as prior to destruction and the use conforms to the City's *Zoning Bylaw, 2014*
9. Unless otherwise stated in a Neighbourhood Plan

Guidelines

The following guidelines may be applied when setting Development Permit conditions.

SITE CONTEXT

To guide the design of development sites that fit within the broader context of neighbourhoods and are compatible with adjacent properties.

MU1 Neighbourhood Connectivity

Design the site to enhance the pedestrian, bicycle and vehicle connections in the area.

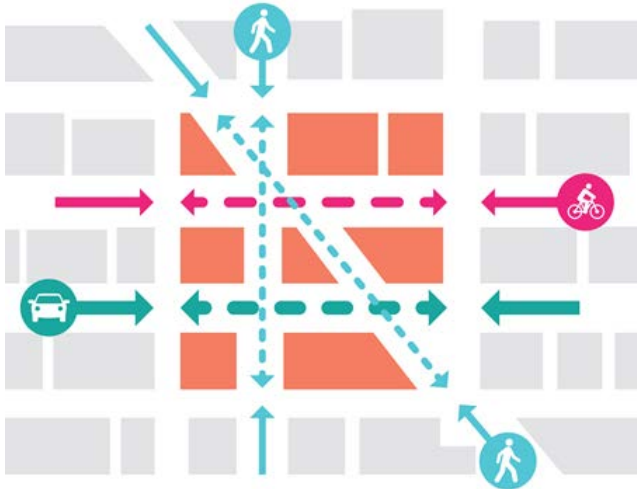


Figure MU1: Neighbourhood Connectivity

MU2 Neighbourhood Compatibility

Design commercial development to be compatible, in terms of scale and design, with adjacent development and future land uses.

MU3 Streetwall Continuity
Design commercial areas with distinct, pedestrian friendly streetwalls by aligning architectural features and establishing patterns with neighbouring buildings.

MU4 Landscape Integration
Site and design development to integrate with existing significant natural features, topography and vegetation.

MU5 Climate and Comfort
Maximize the benefits of sun exposure to public open spaces, nearby buildings and dwelling units.

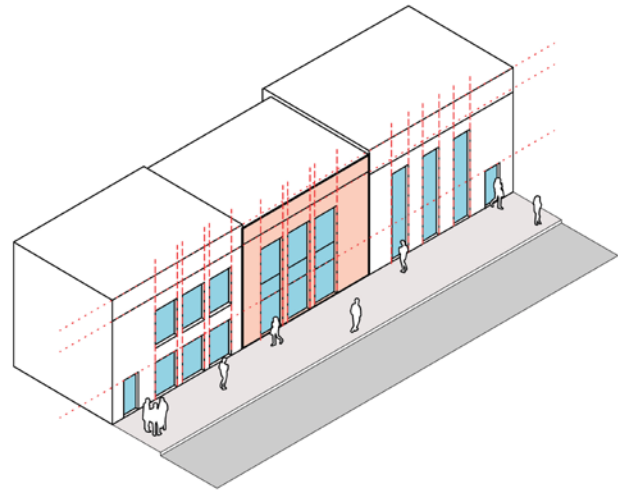


Figure MU3: Streetwall Continuity

SITE PLANNING

To guide the design of development sites with efficient circulation, safety and positive interfaces with public streets.

MU6 Passive Solar Design
Lay out development sites to optimize solar gain for each building.

MU7 Defined Streetscape
Site buildings so they front and frame public streets. For corner sites, site buildings to front both streets.

MU8 Hierarchy of Spaces
Define the spaces that are public from those that are private with elements such as: grade changes, fencing, landscaping, etc.

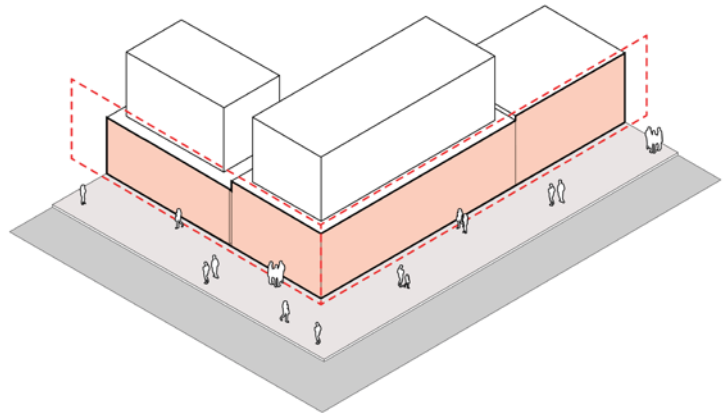


Figure MU7: Defined Streetscape

MU9 Walking Connections
Connect main entrances and unit entrances to public sidewalks, trails, parking areas and adjacent residential and commercial sites (existing and future) with a minimum 2.0 metre pathway.

MU10 Access to Transit
Design buildings to provide direct access and clear sightlines to bus stops.

MU11 Public and Private Amenity Spaces
Integrate usable, public and private open spaces, including squares, parks and roof-top gardens. Locate these adjacent to active uses (cafes, shops, small businesses, etc.). Provide benches, shelters and other amenities near main entrances.

MU12 Site Grading

Avoid the use of retaining walls. Step buildings along the length of a sloping street. When retaining walls are required, limit them to a height of 1.2 metres and, terrace and landscape them. Lock block style retaining walls are not permitted.

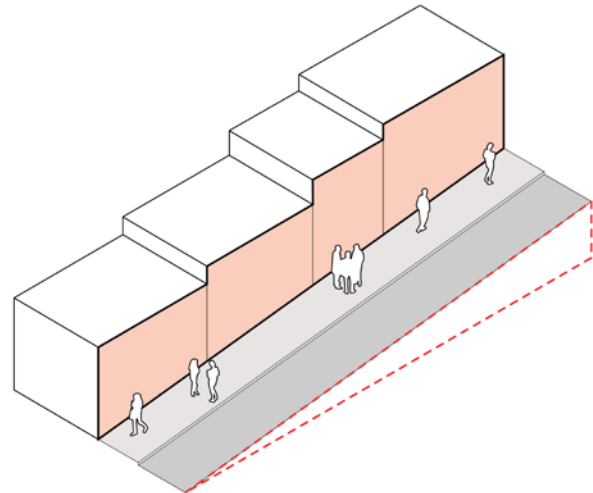


Figure MU12: Site Grading

MU13 Long Term Bike Parking

Provide secured and weather protected bike parking in the form of a cage or locked room where bicycles can be fastened to a rack.

MU14 Short Term Bike Parking

Provide bike racks near a building entrance, in a highly visible location. Use inverted U or circular hoop racks that allow users to lock both a bike's frame and wheel.

MU15 Parking Location and Design

Locate parking underneath, behind or beside buildings. Limit the length of a parking lot to 25 metres along public streets (including the vehicle access point), except on primary commercial streets where surface parking must be underneath or behind buildings, and not beside buildings. Visually deemphasize and screen parking lots with landscaping. Break up large parking lots into smaller clustered ones.

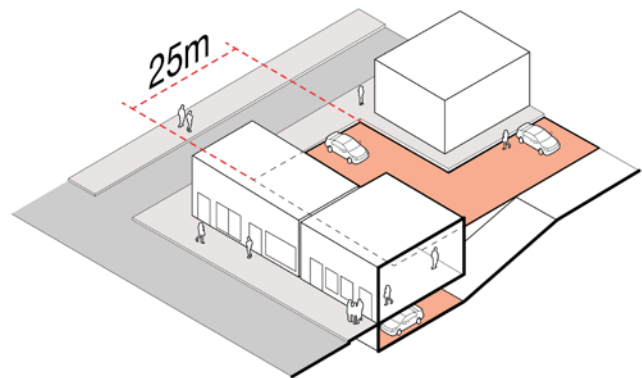


Figure MU15: Parking Location and Design

MU16 Shared Parking and Access

Reduce the amount of curb cuts with shared parking facilities and shared access points.

MU17 Underground Parking

Avoid designing underground parking that exceeds grade level height. Where underground parking must be partially above grade, ensure it does not exceed 1.0 metres from the ground. Use attractive, high quality materials on the exposed structure and/or screen with landscaping.

MU18 Parking Structures

Locate parking structures behind buildings and away from areas fronting public streets. Where parking structures must be placed next to public streets, design them to be compatible, in terms of scale, form, and materials, with neighbouring properties and ensure streetwall continuity (as described in guidelines MU2 and MU3). Use landscaping and public art to screen blank walls. Ensure vehicular entrances are architecturally integrated into the structure and that pedestrian entrances and stairwells are prominent, glazed and highly visible from sidewalks. Use wayfinding signage to help orient users throughout the parking structure.

MU19 Drive Thru Facilities

Avoid the use of drive thru facilities. If necessary, locate them internally and not between building faces and public streets. Limit these to a single lane width.

MU20 Storage, Garbage and Recycling

Locate storage, garbage, composting and recycling areas behind buildings and not between any building and abutting streets. Permanently screen these areas with attractive, high quality materials and architectural treatments that are complementary with the associated building(s).

MU21 Loading Areas

Make loading areas and facilities accessible to service vehicles without interfering with pedestrian circulation and screen them with landscaping and fencing.

BUILDING DESIGN

To guide the design of buildings that are people focused, attractive and functional with the streets on which they will front.

MU22 Building Entrances

Locate main entrances adjacent to the public street on which a building is facing. Design entrances to be easily identifiable and architecturally distinct.

MU23 Corner Buildings

Design a building at the corner of two streets to front both streets. Strongly mass the building at its corner to exhibit a visually prominent, landmark architecture. Design corner buildings with corner entries.

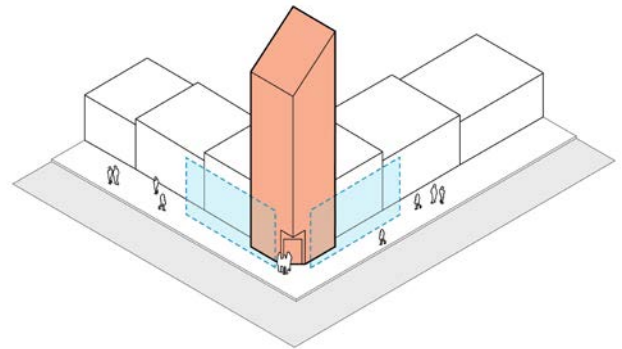


Figure MU23: Corner Buildings

MU24 Active Ground Floors and Storefronts

Design commercial and mixed use buildings with active ground floors that incorporate narrow, individual storefronts a maximum of 10 metres in width.

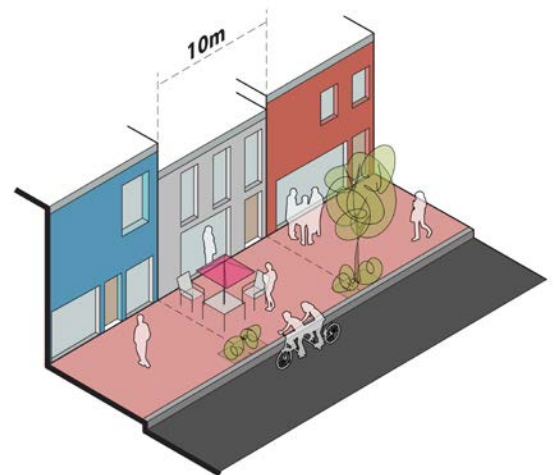


Figure MU24: Active Ground Floors and Storefronts

MU25 Transparent Fronts

Design ground level storefronts and lobbies to promote visibility with large amounts of transparent glazing. Do not obscure ground level façades with reflective glazing or excessive window signage.

MU26 Self Contained Uses

For mixed use buildings, separate and distinctly design entrances for upper storey uses from the entrances to ground floor commercial uses. Design buildings to ensure each different use is self contained with a focus on security for residential uses.

MU27 Height Expression

In the City Centre, design a building to exhibit a minimum three storey expression, either in terms of height in metres or actual storeys. In Urban and Neighbourhood Centres, design buildings with a minimum two storey expression.

MU28 Building Length

Design mixed use buildings not to exceed 90 metres in length.

MU29 Architectural Interest

Vary building materials, colours, rooflines and other architectural elements. Establish a rhythm to the streetscape by integrating vertical elements and breaks in the façade of a building. Large expanses of singular materials, such as vinyl siding and stucco, and blank walls are not permitted.

**MU30 Scale Transition**

Incorporate complementary building forms and transitional heights to harmonize with the height and scale of adjacent buildings, especially when next to lower density residential land use designations.

MU31 Grade Transition

On sloping sites, step ground floor slabs to ensure a level transition between the sidewalk and the building/storefront entrances. Similarly, design the roofline to follow the slope of the site.

MU32 Accessibility

Design buildings to address the functional needs of persons with disabilities including those who are mobility, visually and hearing impaired, and/or have reduced strength or dexterity.

Figure MU29: Architectural Interest

MU33 Weather Protection

Include weather protection along the entire street frontage of a building with a minimum of 2.0 metres in depth.

MU34 Integrated Signage

Directly integrate signage into building façades. Design signage to be architecturally consistent with associated buildings. Single or double pole mounted signs are not permitted and backlit box signs are not permitted.

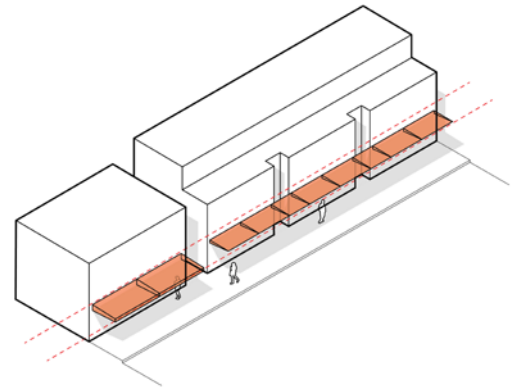


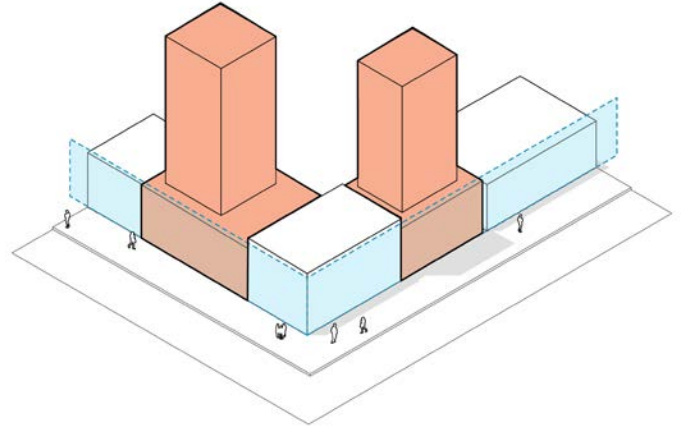
Figure MU33: Weather Protection

MIDRISE AND HIGHRISE BUILDINGS

To guide the particular design requirements for attractive midrise and highrise development.

MU35 Tower and Podium Configuration

Design highrise buildings in a tower and podium configuration. Determine the height of the podium by reflecting adjacent buildings to create a coherent streetwall. Highrise towers located away from public street frontages can be developed without podium buildings.



MU36 Architectural Interest

Minimize the bulk of midrise and highrise buildings with articulation, terracing, and modulation of floor plans and façades. Connect architectural elements across the vertical length of the building from top to bottom.

MU37 Views and Shadows

Design highrise buildings as slim, elegant point towers, and stagger them to minimize view blockage and shadowing effects at street level. Place towers that have a long side in a north-south orientation to reduce impacts of shading. Vary height, rooflines, and massing to reduce shade on neighbouring buildings and optimize sun exposure for heat gain and daylight.

*Figure MU35: Tower and Podium Configuration
Figure MU37: Views and Shadows*

MU38 Passive Solar Design

Orient buildings toward the south, with the long axis running east-west to encourage passive solar design. A southern building orientation is ideally achieved on south-facing lots with minimal obstructions that can block solar access, as determined through a sun/shade analysis.

MU39 Rooftop Design and Accessibility

Landscape rooftops and make them accessible to tenants/residents as usable common/private outdoor space. Screen or enclose mechanical equipment and appurtenances on midrise and highrise roof tops.

LANDSCAPE

To guide the design of landscaping for a development's natural beauty, legibility, and ecological sustainability.

MU40 Visual Interest

Define pedestrian areas and screen unsightly areas such as parking lots, blank walls, loading bays and storage areas with the use of landscaping elements.

MU41 Public Realm

Design the spaces between buildings and street curbs as safe, convenient and interesting people places. Enliven the public realm with attractive amenities such as seating, plantings, transit shelters, public art and water features.

MU42 Climate and Comfort

Strategically plant trees, shrubs and other vegetation to protect from high winds and excessive heat.

MU43 Tree Retention

Preserve mature trees and significant specimens and integrate them with new landscaping and buildings.

MU44 Tree Canopies

Where sightlines are required, use trees that allow for a canopy at least 2.0 metres in height.

MU45 Tall Hedges

Avoid using tall, visually concealing hedges along public sidewalks and streets.

MU46 Native Species

Where appropriate, use native and drought tolerant plant and tree species.

MU47 Fence Height and Design

Keep fences below 1.5 metres along public streets. Use wrought iron or other similar high quality materials which provide adequate visibility. Chainlink fences are not permitted along public streets.

MU48 Stormwater Infiltration

Incorporate bioswales and rain gardens into landscaped areas. Consider the use of permeable pavement for parking lots and other paved surfaces.

LIGHTING

To guide the design of lighting for the protection of neighbourhoods from light pollution and for a development's security.

MU49 Light Pollution

Avoid light pollution by directing lighting downwards and using full cut off fixtures with horizontally aligned flush mounted (nonprotruding) lens.

MU50 Pole Mounted Lighting Height

Place lighting fixtures no higher than 6.0 metres from the ground.

MU51 Pole Mounted Lighting Orientation

Direct lighting fixtures on the perimeter of a site 45 degrees downwards away from adjacent rural or residential properties with a side-to-side horizontal aiming tolerance of no more than 22.5 degrees. Lighting fixtures located inside the perimeter may be lit at 90 degrees from the pole.

MU52 Uplighting

Use uplighting sparingly and only for accenting architectural elements or landscape features.

MU53 Sensor Activated Lighting

Use sensor activated lighting for security lighting.

MU54 Even Wash

Create an even wash of light across surfaces desired to be lit that are not adjacent to rural and residential uses.

MU55 Nighttime Use

Do not light areas not intended for nighttime use. Focus lighting on popular pathways that provide key connections between destinations that people desire to use at night.

2

Multifamily Residential Development Permit Guidelines



Area

Multifamily Residential development within the Urban Development Boundary is subject to these Form and Character Development Permit Guidelines.

Justification

The urban area of the city is becoming more densely developed and multifamily development is becoming increasingly prevalent. It is important that the form and character of this new development enhance the livability of neighbourhoods and includes sensitive consideration for streets, public spaces and adjacent properties.

Objectives

Bylaw No.
2721-2018

The following guidelines are intended to encourage the construction of well designed, attractive and livable residential streets. New Multifamily Residential development should seek to enhance the public realm and contribute to neighbourhoods where residents of all ages feel safe. Crime Prevention Through Environmental Design (CPTED) principles have been incorporated directly into many of these guidelines, but does not preclude additional specific CPTED analysis as required.

Exemptions

Bylaw No.
2721-2018

1. Subdivision
2. Interior Renovations
3. Façade renovations limited to repainting or recladding without changing the roofline, footprint or number of openings into the building
4. Signage copy change
5. Minor landscaping improvements that do not reduce or remove amenity space
6. Building additions to a maximum of 50m²
7. Emergency circumstances to remove any immediate danger
8. Buildings that have been destroyed by fire and/or natural disaster less than 75%, as determined by the building inspector provided the building massing, siting and general appearance are as prior to destruction and the use conforms to the City's *Zoning Bylaw, 2014*
9. Unless otherwise stated in a Neighbourhood Plan

Guidelines

The following guidelines may be applied when setting Development Permit conditions.

SITE CONTEXT

To guide the design of development sites that fit within the broader context of neighbourhoods and are compatible with adjacent properties.

MF1 Neighbourhood Connectivity

Design the site to enhance the pedestrian, bicycle and vehicle connections in the area.

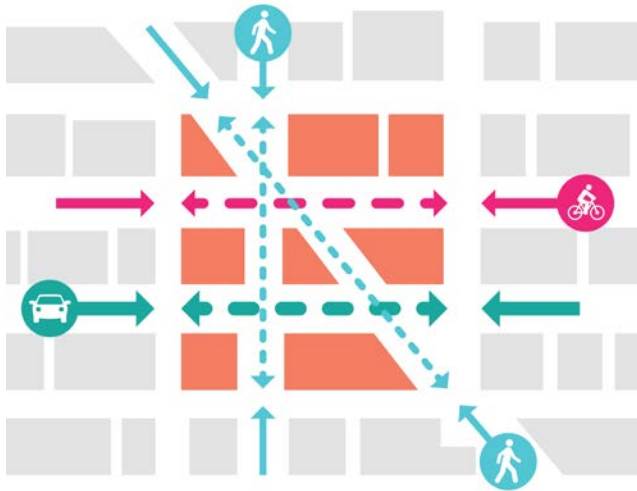


Figure MF1: Neighbourhood Connectivity

MF2 Neighbourhood Compatibility

Design multifamily residential development to be compatible, in terms of scale and design, with adjacent development and future land uses.

MF3 Landscape Integration

Site and design development to integrate with existing significant natural features, topography and vegetation.

MF4 Climate and Comfort

Maximize the benefits of sun exposure to private and public open spaces, nearby buildings and dwelling units.

SITE PLANNING

To guide the design of development sites with efficient circulation, safety and positive interfaces with public streets.

MF5 Passive Solar Design

Lay out subdivisions and development sites to optimize solar gain for each building.

MF6 Defined Streetscape

Site buildings so they front and frame public streets, with a minimum setback of 1.5 metres and a maximum setback of 5.0 metres. For corner sites, site buildings to front both streets.

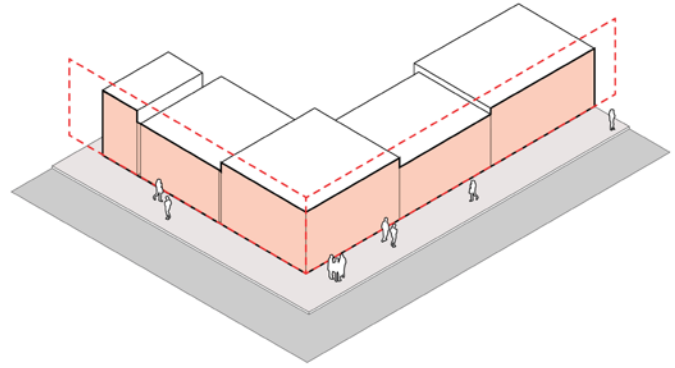


Figure MF6: Defined Streetscape

MF7 Hierarchy of Spaces

Define the spaces that are public from those that are private with landscape elements (e.g. grade change, short fences, low lying shrubs, etc.).

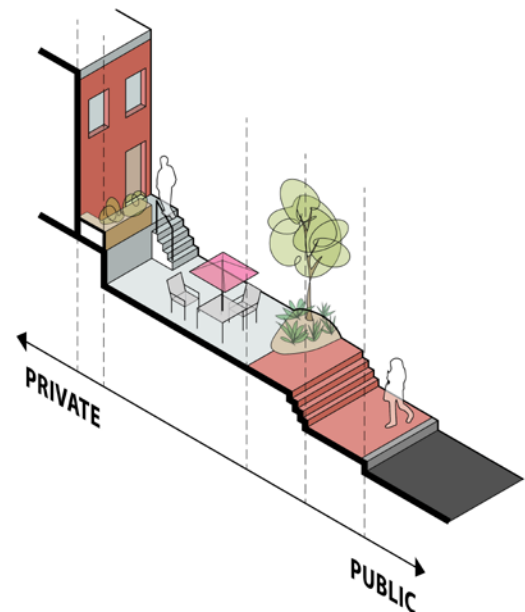


Figure MF7: Hierarchy of Spaces

MF8 Public Overlook

Ensure housing units overlook public spaces and connections such as trails, park land, or strata roads to ensure they have views over activity areas.

Bylaw No.
2721-2018

MF9 Walking Connections

Connect main entrances and unit entrances to public sidewalks, trails, parking areas and adjacent residential and commercial sites (existing and future) with pathway a minimum of 2.0 metres in width.

MF10 Access to Transit Stops

Design buildings to provide direct access and clear sightlines to bus stops.

MF11 Public and Private Amenity Spaces

Integrate usable, public and private open spaces, including squares, parks and roof-top gardens. Locate them in highly visible areas, overlooked by housing units.

Bylaw No.
2721-2018

MF12 Site Grading

Work with existing topography and step buildings along the length of a sloping street. When retaining walls are required, limit them to a height of 1.2 metres and, terrace and landscape them.

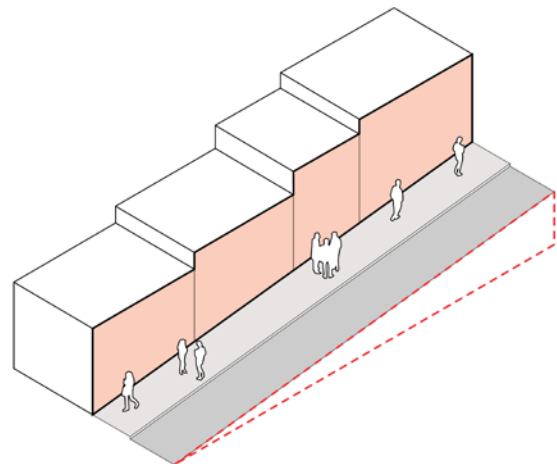


Figure MF12: Site Grading

MF13 Parking Location and Design

Locate parking underneath, behind or beside buildings. Limit the length of a parking lot to 25 metres along public streets (including the vehicle access point), except on primary streets where surface parking must be underneath or behind buildings, and not beside buildings. Visually de-emphasize and screen parking lots with landscaping. Break up large parking lots into smaller clustered ones.

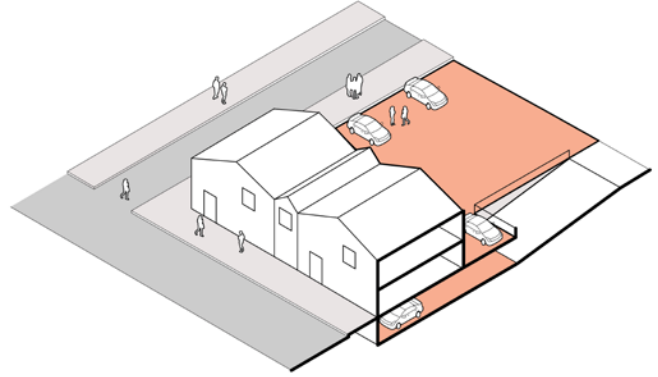


Figure MF13: Parking Location and Design

MF14 Shared Parking and Access

Reduce the amount of curb-cuts with shared parking facilities and shared access points.

MF15 Underground Parking

Avoid designing underground parking that exceeds grade level height. Where underground parking structures must be partially above grade, ensure they do not exceed 1.0 metres from the ground. Use attractive, high quality materials on the exposed structure and/or screen with landscaping.

MF16 Storage, Garbage and Recycling

Locate storage, garbage, composting and recycling areas behind buildings and not between any building and abutting streets. Permanently screen these areas with attractive, high quality materials and architectural treatments that complement the building(s).

BUILDING DESIGN

To guide the design of buildings that are people focused, attractive and functional with the streets on which they front.

MF17 Building Entrances

Locate main entrances adjacent to the public street on which a building is facing. Design entrances to be easily identifiable and architecturally distinct.

MF18 Corner Sites

Design a building at the corner of two streets to front both streets. Strongly mass the building at its corner to exhibit a visually prominent, landmark architecture.



Figure MF19: Architectural Interest

MF19 Architectural Interest

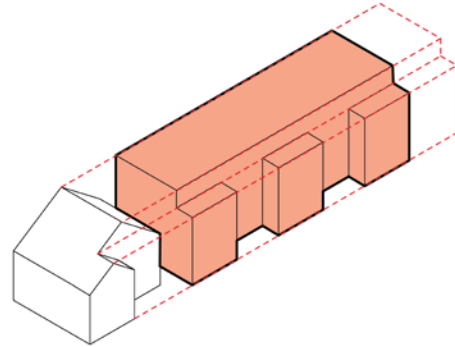
Vary building materials, colours, rooflines and other architectural elements. Establish a rhythm to the streetscape by integrating vertical elements and breaks in the façade of a building. Large expanses of singular materials, such as vinyl siding and stucco, and blank walls are not permitted.

MF20 Ground Oriented Units

Incorporate ground oriented units into residential buildings located along public streets. Design each unit with an individual front door accessible from the street and elevated at least 0.5 metres from the public right-of-way grade for privacy where existing grades permit.

MF21 Scale Transition

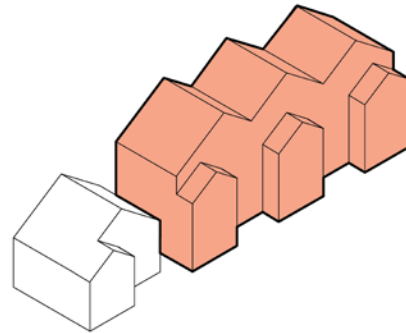
Incorporate complementary building forms and transitional heights to harmonize with the height and scale of adjacent buildings, especially when next to lower density residential land use designations.

**MF22 Grade Transition**

On sloping sites, step ground floor slabs to ensure the building and roofline follow the slope of the site.

MF23 Accessibility

Design buildings to address the functional needs of persons with disabilities including those who are mobility, visually and hearing impaired, and/or have reduced strength or dexterity.

**MF24 Weather Protection**

Include weather protection at main entrances.

MF25 Visual Privacy

Offset window placement between buildings facing each other to maintain privacy in residential units.

Figure MF21: Scale Transition

MF26 Noise Attenuation

When located adjacent to highways, railways, truck routes or other major noise sources, use noise attenuation measures to comply with the Sound Transmission Classification (STC) recommendations outlined by the Canada Mortgage and Housing Corporation (CMHC).

MF27 Integrated Signage

Design signage to be architecturally consistent with associated buildings. Single or double pole mounted signs and backlit box signs are not permitted.

TOWNHOUSES

To guide the particular design requirements for attractive townhouse development.

MF28 Building Length

Design townhouse buildings not to exceed 40 metres in length.

MF29 Wrapped Street Corner

On corner lots, wrap townhouses around the corner to face both streets.

MF30 Visitor Parking

For townhouse developments that aren't facing public streets, locate visitor parking in small clusters throughout, with one cluster sited near community mailboxes. For townhouse developments facing public streets, site visitor parking on-street and/or behind townhouse buildings.

MF31 Individualization

Repeat and vary design elements, alternating them for adjacent units within a building cluster.

MF32 Deemphasized Garages

Recess garages into the building to deemphasize their prominence.

MF33 Community Mailboxes

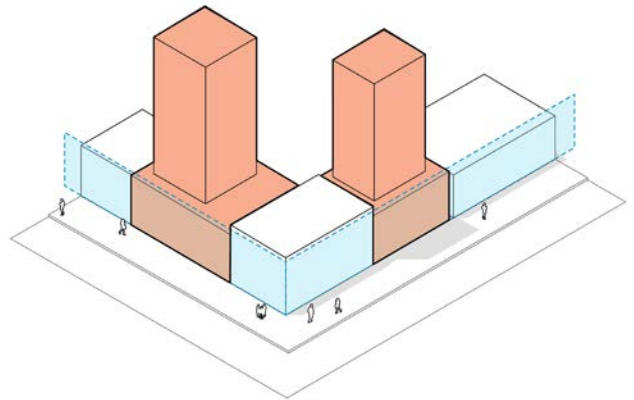
Locate community mailboxes in an accessible central location within a townhouse development and integrate them with the development's design.

APARTMENTS

To guide the particular design requirements for attractive multistorey apartment development.

MF34 Tower and Podium Configuration

Design highrise buildings in a tower and podium configuration. Determine the height of the podium by reflecting adjacent buildings to create a coherent streetwall. Midrise and highrise towers that are not adjacent to a public street can be developed without podium buildings.



MF35 Building Length

Design apartment buildings not to exceed 90 metres in length.

MF36 Architectural Interest

Minimize the bulk of midrise and highrise buildings with articulation, terracing, and variation of floor plans and façades. Connect architectural elements across the vertical length of the building from top to bottom, including the podium.

*Figure MF34: Tower and Podium Configuration
Figure MF37: Views and Shadows*

MF37 Views and Shadows

Design highrise buildings as slim, elegant point towers, and separate them to minimize view blockage and shadowing effects at street level. Vary height, rooflines, and massing to reduce shade on neighbouring buildings and optimize sun exposure for heat gain and daylight.

MF38 Passive Solar Design

Orient buildings toward the south, with the long axis running east/west to encourage passive solar design. A southern building orientation is ideally achieved on south facing lots with minimal obstructions that can block solar access, as determined through a sun/shade analysis.

MF39 Short Term Bike ParkingBylaw No.
2721-2018

Provide bike racks near a building entrance, in a highly visible location.

MF40 Long Term Bike Parking

Provide secured and weather protected bike parking in the form of a cage or locked room where bicycles can be fastened to a rack.

MF41 Rooftop Design and Accessibility

In a highrise and podium configuration, landscape podium rooftops and make them accessible to tenants/residents as usable common/private outdoor space. Screen or enclose mechanical equipment and appurtenances on midrise and highrise roof tops.

LANDSCAPE

To guide the design of landscaping for a development's natural beauty, legibility, and ecological sustainability.

MF42 Visual Interest

Define pedestrian areas and screen unsightly areas such as parking lots, blank walls, loading bays and storage areas with the use of landscaping elements.

MF43 Public Realm

Design the spaces between buildings and street curbs as safe, convenient and interesting people places. Enliven the public realm with attractive amenities such as seating, plantings, transit shelters, public art and water features.

MF44 Climate and Comfort

Strategically plant trees, shrubs and other vegetation to protect from high winds and excessive heat.

MF45 Tree Retention

Preserve mature trees and significant specimens and integrate them with new landscaping and buildings.

MF46 Tree Canopies

Where sightlines are required, use trees that allow for a canopy at least 2.0 metres in height.

MF47 Tall Hedges

Avoid using tall, visually concealing hedges along public sidewalks and streets.

MF48 Native Species

Where appropriate, use native and drought tolerant plant and tree species.

MF49 Fence Height and DesignBylaw No.
2721-2018

Keep fences below 1.5 metres along public streets and public pedestrian walkways. Use wrought iron or other similar high quality materials, which provide adequate visibility. Chainlink fences are not permitted along public streets.

MF50 Stormwater Infiltration

Incorporate bio-swales and rain gardens into landscaped areas. Consider the use of permeable pavement for parking lots and other paved surfaces.

LIGHTING

To guide the design of lighting for the protection of neighbourhoods from light pollution and for a development's security.

MF51 Light Pollution

Avoid light pollution by directing lighting downwards and using full cut off fixtures with horizontally aligned flush mounted (nonprotruding) lens.

MF52 Pole Mounted Lighting Height

Place lighting fixtures no higher than 6.0 metres from the ground.

MF53 Pole Mounted Lighting Orientation

Direct lighting fixtures on the perimeter of a site 45 degrees downwards away from adjacent rural or residential properties with a side-to-side horizontal aiming tolerance of no more than 22.5 degrees. Lighting fixtures located inside the perimeter may be directed at a 90 degree angle from the pole.

MF54 Uplighting

Use uplighting sparingly and only for accenting architectural elements or landscape features.

MF55 Sensor Activated Lighting

Use sensor activated lighting for security lighting.

MF56 Even Wash

Create an even wash of light across surfaces desired to be lit only when they are not adjacent to rural and residential uses.

MF57 Nighttime Use

Do not light areas not intended for nighttime use. Focus lighting on popular pathways that provide key connections between destinations that people desire to use at night.

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3

Commercial Development Permit Guidelines



Area

Commercial development within the Urban Development Boundary and not within a Mixed Use Centre, is subject to these Form and Character Development Permit Guidelines.

Justification

As the hub of the Fraser Valley, the city is increasingly attracting Commercial development that strives to serve a broader, more regional population. It will be important for these developments to be compatible with adjacent neighbourhoods and be safe environments for residents and visitors alike while accommodating the particular needs of these more car oriented commercial areas.

Objectives

Bylaw No.
2721-2018

The following guidelines are intended to encourage the construction of walkable, safe and convenient Commercial development. New Commercial development should seek to provide a welcoming environment for people walking, biking and taking transit. Crime Prevention Through Environmental Design (CPTED) principles have been incorporated directly into many of these guidelines, but does not preclude additional specific CPTED analysis as required.

Exemptions

Bylaw No.
2721-2018

1. Subdivision
2. Interior Renovations
3. Façade renovations limited to repainting or recladding without changing the roofline, footprint or number of openings into the building
4. Signage copy change
5. Minor landscaping improvements that do not reduce or remove amenity space
6. Building additions to a maximum of 50m² not abutting a street
7. Airside development in the Airport land use designation (groundside development is not exempt)
8. Emergency circumstances to remove any immediate danger
9. Buildings that have been destroyed by fire and/or natural disaster less than 75%, as determined by the building inspector provided the building massing, siting and general appearance are as prior to destruction and the use conforms to the City's *Zoning Bylaw, 2014*
10. Unless otherwise stated in a Neighbourhood Plan

Guidelines

The following guidelines may be applied when setting Development Permit conditions.

SITE CONTEXT

To guide the design of development sites that fit within the broader context of neighbourhoods and are compatible with adjacent properties.

CO1 Neighbourhood Connectivity

Enhance the pedestrian, bicycle and vehicle connections in the area.

CO2 Climate and Comfort

Maximize the benefits of sun exposure to shops, workspaces, and indoor and outdoor amenity areas.

SITE PLANNING

To guide the design of development sites with efficient circulation, safety and positive interfaces with public streets.

CO3 Passive Solar Design

Lay out development sites to optimize solar gain for each building.

CO4 Defined Streetscape

Orient buildings so they are facing public streets.

CO5 Façade Continuity

Align buildings in large format outlet developments along a continuous streetlike façade.

CO6 Hierarchy of Spaces

Define the spaces that are public from those that are private with elements such as: grade changes, fencing, landscaping, etc.

CO7 Walking Connections

Connect main entrances and unit entrances to public sidewalks, trails, parking areas and adjacent residential and commercial sites (existing and future).

CO8 Pathway Design

Ensure a minimum width of 2.0 metres for pathways throughout a site. Include raised crosswalks, distinct paving treatments and curb bulges to prioritize the mobility of those walking. Line pathways with bollards or curb stops to help impede vehicles from encroaching into this space.

CO9 Access to Transit

Design buildings to provide direct access and clear sightlines to bus stops.

CO10 Bike Parking

Provide bike racks near a building entrance, in a highly visible location. Use inverted U or circular hoop racks that allow users to lock both a bike's frame and wheel. For larger commercial developments consider secured, weather protected bike parking.

CO11 Site Furnishings

Provide benches, weather protection and other amenities near main entrances and in public amenity spaces.

CO12 Site Grading

Avoid the use of retaining walls. Step buildings along the length of a sloping street. When retaining walls are required, limit them to a height of 1.2 metres and, terrace and landscape them. Lock block style retaining walls are not permitted.

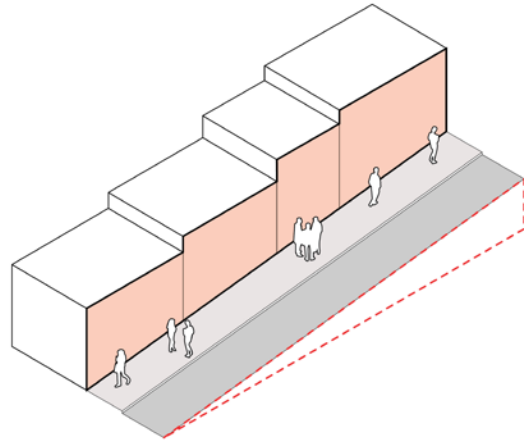


Figure CO12: Site Grading

CO13 Parking Design

Visually deemphasize parking areas with screening elements such as buildings, landscaping, trellises or other appropriate means.

CO14 Shared Parking and Access

Reduce the amount of curb-cuts with shared parking facilities and shared access points.

CO15 Drive Thru Facilities

Locate drive thru facilities internally and not between building faces and public streets.

CO16 Storage, Garbage and Recycling

Locate storage, garbage, composting and recycling areas behind buildings and not between any building and abutting streets. Permanently screen these areas with attractive, high quality materials and architectural treatments that are complementary with the associated building(s).

CO17 Loading Areas

Make loading areas and facilities accessible to service vehicles without interfering with pedestrian circulation and screen them with landscaping and fencing.

BUILDING DESIGN

To guide the design of buildings that are people focused, attractive and functional with the streets on which they will front.

CO18 Building Entrances and Location

Locate building entrances at grade and along building faces that front streets. Ensure entrances are easily identifiable and architecturally distinct.

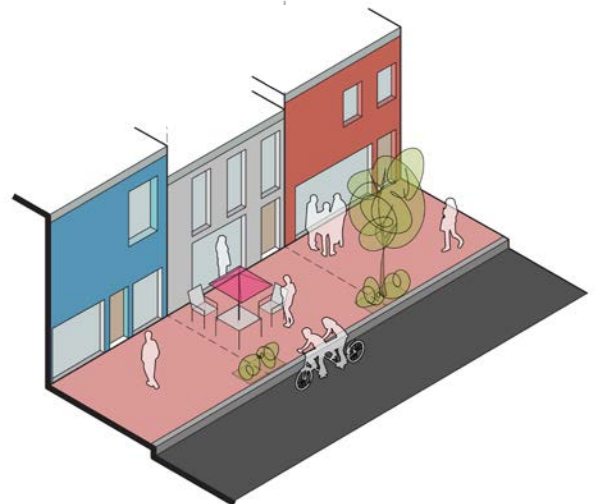


Figure CO19: Active Ground Floors and Storefronts

CO19 Active Ground Floors and Storefronts

Design commercial buildings with active ground floors that incorporate narrow, individual storefronts. When facing a street, wrap large format outlets with smaller outlets that incorporate their own entries and identity.

CO20 Transparent Fronts

Design ground level storefronts and lobbies to promote visibility with large amounts of transparent glazing. Do not obscure ground level façades with reflective glazing or excessive window signage.

CO21 Architectural Interest

Vary building materials, colours, rooflines and other architectural elements. Establish a rhythm to the streetscape by integrating vertical elements and breaks in the façade of a building. Large expanses of singular materials, such as vinyl siding and stucco, and blank walls are not permitted.

CO22 Grade Transition

On sloping sites, step ground floor slabs to ensure a level transition between the sidewalk and the building/storefront entrances. Similarly, design the roofline to follow the slope of the site.

CO23 Accessibility

Design buildings to address the functional needs of persons with disabilities including those who are mobility, visually and hearing impaired, and/or have reduced strength or dexterity.

CO24 Integrated Signage

Bylaw No.
2721-2018

Directly integrate signage into building façades. Design signage to be architecturally consistent with associated buildings. Single or double pole mounted signs are discouraged and backlit box signs are not permitted.

LANDSCAPE

To guide the design of landscaping for a development's natural beauty, legibility, and ecological sustainability.

CO25 Visual Interest

Define pedestrian areas and screen unsightly areas such as parking lots, blank walls, loading bays and storage areas with the use of landscaping elements.

CO26 Public Realm

Design the spaces between buildings and street curbs as safe, convenient and interesting people places. Enliven the public realm with attractive amenities such as seating, plantings, transit shelters, public art and water features.

CO27 Climate and Comfort

Strategically plant trees, shrubs and other vegetation to protect from high winds and excessive heat.

CO28 Tree Retention

Preserve mature trees and significant specimens and integrate them with new landscaping and buildings.

CO29 Tree Canopies

Where sightlines are required, use trees that allow for a canopy at least 2.0 metres in height.

CO30 Tall Hedges

Avoid using tall, visually concealing hedges along public sidewalks and streets.

CO31 Native Species

Where appropriate, use native and drought tolerant plant and tree species.

CO32 Fence Height and Design

Keep fences below 1.5 metres along public streets. Use wrought iron or other similar high quality materials which provide adequate visibility. Chainlink fences are not permitted along public streets.

CO33 Stormwater Infiltration

Incorporate bio-swales and rain gardens into landscaped areas. Consider the use of permeable pavement for parking lots and other paved surfaces.

LIGHTING

To guide the design of lighting for the protection of neighbourhoods from light pollution and for a development's security.

CO34 Light Pollution

Avoid light pollution by directing lighting downwards and using full cut off fixtures with horizontally aligned flush mounted (nonprotruding) lens.

CO35 Pole Mounted Lighting Height

Place lighting fixtures no higher than 6.0 metres from the ground.

CO36 Pole Mounted Lighting Orientation

Direct lighting fixtures on the perimeter of a site 45 degrees downwards away from adjacent rural or residential properties with a side-to-side horizontal aiming tolerance of no more than 22.5 degrees. Lighting fixtures located inside the perimeter may be lit at 90 degrees from the pole.

CO37 Uplighting

Use uplighting sparingly and only for accenting architectural elements or landscape features.

CO38 Sensor Activated Lighting

Use sensor activated lighting for security lighting.

CO39 Even Wash

Create an even wash of light across surfaces desired to be lit that are not adjacent to rural and residential uses.

CO40 Nighttime Use

Do not light areas not intended for nighttime use. Focus lighting on popular pathways that provide key connections between destinations that people desire to use at night.

4

Industrial Development Permit Guidelines



Area

Industrial development within the Urban Development Boundary is subject to these Form and Character Development Permit Guidelines.

Justification

Contemporary Industrial developments can include a wide variety of uses, take shape in a large range of forms and can often be visually prominent. For industrial neighbourhoods that are attractive to employers and accommodate the needs of employees, it is important they be designed to operate effectively. Additionally, high quality design of Industrial development is important because many industrial areas are positioned as gateways into the city providing a first impression to visitors.

Objectives

Bylaw No.
2721-2018

The following guidelines are intended to encourage the construction of attractive, safe and high quality employment lands with a particular focus on the function and economic viability of Industrial development. Crime Prevention Through Environmental Design (CPTED) principles have been incorporated directly into many of these guidelines, but does not preclude additional specific CPTED analysis as required.

Exemptions

Bylaw No.
2721-2018

1. Subdivision
2. Interior Renovations
3. Façade renovations limited to repainting or recladding without changing the roofline, footprint or number of openings into the building
4. Signage copy change
5. Building additions and accessory buildings to a maximum of 100m² when adjacent to other industrial uses
6. Minor site alterations no greater than approximately 1.2 metres in height
7. Airside development in the Airport land use designation (groundside development is not exempt)
8. Emergency circumstances to remove any immediate danger
9. Buildings that have been destroyed by fire and/or natural disaster less than 75%, as determined by the building inspector provided the building massing, siting and general appearance are as prior to destruction and the use conforms to the *City's Zoning Bylaw, 2014*
10. Unless otherwise stated in a Neighbourhood Plan

Guidelines

The following guidelines may be applied when setting Development Permit conditions.

SITE CONTEXT

To guide the design of development sites that fit within the broader context of neighbourhoods and are compatible with adjacent properties.

IN1 Neighbourhood Connectivity

Design the site to enhance the pedestrian, bicycle and vehicle connections in the area.

IN2 Climate and Comfort

Maximize the benefits of sun exposure to staff lunchrooms and indoor and outdoor amenity areas.

SITE PLANNING

To guide the design of development sites with efficient circulation, safety and positive interfaces with public streets.

IN3 Defined Streetscape

Orient buildings so they are facing public streets.

IN4 Open Storage

Locate open storage areas behind or beside buildings and visually deemphasize these areas with screening elements such as landscaping, trellises or other appropriate means.

IN5 Site Grading

Avoid the use of retaining walls. When required, limit their height to 2.0 metres. When visible from or adjacent to the street, terrace and landscape retaining walls.

IN6 Walking Connections

Provide well defined pedestrian connections from the street, bus stops and parking areas to main building entrances.

IN7 Bike Parking

Provide bike racks near a building entrance, in a highly visible location. For larger industrial developments consider secured, weather protected bike parking.

IN8 Buffering

Incorporate buffers between industrial and residential uses sharing a common property line with a minimum 5.0 metres of landscaping.

IN9 Wayfinding

Include wayfinding signage for large multitenant sites.

IN10 Loading Bays and Storage Areas

Locate loading bays, outdoor storage and garbage enclosure areas behind buildings and separated from visitor parking lots. At grade overhead doors are permitted along street facing elevations, but should be visually de-emphasized and recessed from the front of the building.

BUILDING DESIGN

To guide the design of buildings that are peoplefocused, attractive and functional with the streets on which they will front.

IN11 Building Entrances and Location

Locate offices, reception and other public uses at grade and along building faces that front streets. Ensure entrances are easily identifiable and architecturally distinct.

IN12 Corner Buildings

Front corner buildings to both street edges and strongly define the corner by massing the building with visually prominent architecture.

IN13 Architectural Interest

Vary building materials, colours, rooflines, glazing and other architectural elements. Blank walls are not permitted along public streets.

IN14 Weather Protection

Provide weather protection to the main entrance to a building.

IN15 Accessibility

Design buildings to address the functional needs of persons with disabilities including those who are mobility, visually and hearing impaired, and/or have reduced strength or dexterity.

IN16 Integrated Signage

Directly integrate signage into building façades. Design signage to be architecturally consistent with associated buildings. Single or double pole mounted signs are discouraged.

Bylaw No.
2721-2018

LANDSCAPE

To guide the design of landscaping for a development's natural beauty, legibility, and ecological sustainability.

IN17 Visual Interest

Define pedestrian areas and screen unsightly areas such as parking lots, blank walls, loading bays and storage areas with the use of landscaping elements.

IN18 Public Realm

Design the spaces between buildings and street curbs as safe, convenient and interesting people places. Enliven the public realm with attractive amenities such as seating, plantings, transit shelters, public art and water features.

IN19 Climate and Comfort

Strategically plant trees, shrubs and other vegetation to protect from high winds and excessive heat.

IN20 Tree Retention

Preserve mature trees and significant specimens and integrate them with new landscaping and buildings.

IN21 Tree Canopies

Where sightlines are required, use trees that allow for a canopy at least 2.0 metres in height.

IN22 Native Species

Where appropriate, use native and drought tolerant plant and tree species.

IN23 Fence Height and Design

Keep fences below 1.5 metres along public streets. Use wrought iron or other similar high quality materials which provide adequate visibility.

IN24 Stormwater Infiltration

Incorporate bio-swales and rain gardens into landscaped areas. Consider the use of permeable pavement for parking lots and other paved surfaces.

LIGHTING

To guide the design of lighting for the protection of neighbourhoods from light pollution and for a development's security.

IN25 Light Pollution

Avoid light pollution by directing lighting downwards and using full cut off fixtures with horizontally aligned flush mounted (nonprotruding) lens.

IN26 Pole Mounted Lighting Height

Place lighting fixtures no higher than 6.0 metres from the ground.

IN27 Pole Mounted Lighting Orientation

Direct lighting fixtures on the perimeter of a site 45 degrees downwards away from adjacent rural or residential properties with a side-to-side horizontal aiming tolerance of no more than 22.5 degrees. Lighting fixtures located inside the perimeter may be lit at 90 degrees from the pole.

IN28 Uplighting

Use uplighting sparingly and only for accenting architectural elements or landscape features.

IN29 Sensor Activated Lighting

Use sensor activated lighting for security lighting.

IN30 Even Wash

Create an even wash of light across surfaces desired to be lit that are not adjacent to rural and residential uses.

IN31 Nighttime Use

Do not light areas not intended for nighttime use. Focus lighting on popular pathways that provide key connections between destinations that people desire to use at night.

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5

Protection of Agriculture Development Permit Guidelines

Bylaw No.
3247-2022



Area

All lands wholly or partially within the Urban Development Boundary that are adjacent to lands in the Agricultural Land Reserve (ALR) are subject to these Protection of Agriculture Development Permit Guidelines, unless designated Airport or Open Space. Lands that are separated from the ALR by a public right of way are deemed to be adjacent to lands in the ALR for the purposes of this designation.

Justification

The urban-ALR interface is the site of potential land use conflict. Issues of trespass and vandalism to farm crops and operations, nuisance complaints related to odour, noise and dust, parking and traffic issues and urban impacts, such as increased light and noise, can strain the relationship between urban and agricultural uses. Although the urban-ALR interface is mostly “built out”, there are areas along this interface that are either developing or redeveloping. As these areas transition to higher intensity urban uses, it is important to ensure the urban-ALR interface is designed in a manner that maximizes the compatibility between urban and agricultural land uses, helps to protect the viability of agricultural operations, and considers the liveability of adjacent urban areas.

Objectives

The following guidelines are intended to protect farmland from impacts associated with urban development, reduce conflicts between farm operations and urban land uses, define a stable and clearly understood boundary between urban areas and the ALR, and encourage urban development along the urban-ALR interface that supports the viability of agriculture.

Exemptions

1. Interior Renovations
2. Façade renovations limited to repainting or recladding without changing the roofline, footprint or number of openings into the building
3. Development of agricultural buildings or structures on a lot zoned to permit agricultural use
4. Development interfacing with the ALR across Highway 1
5. Development of lands designated Urban 3 - Infill
6. Development involving the rezoning or subdivision of lands designated Urban 4 - Detached that will result in less than four lots when complete
7. Building Permits for single detached dwellings or buildings accessory to a single detached dwelling
8. Building additions or alterations for:
 - a. commercial or multifamily residential development, to a maximum of 50m²
 - b. industrial or institutional development, to a maximum of 100m²
9. Construction or alteration of institutional buildings or structures:
 - a. sited 90 m or greater from the ALR boundary, or
 - b. sited less than 90 m from the ALR and buffered from the ALR by an existing building
10. Construction or alteration of buildings or structures on a lot that interfaces with ALR lands that are not designated Agriculture in the OCP
11. Emergency circumstances to remove any immediate danger

Bylaw No.
2721-2018

12. Buildings that have been destroyed by fire and/or natural disaster less than 75%, as determined by the building inspector provided the building massing, siting and general appearance are as prior to destruction and the use conforms to the City's Zoning Bylaw, 2014
13. For urban developments that about the Agricultural Land Reserve and require a Form and Character, Natural Environment or Steep Slope Development Permit, provided the Protection of Agriculture Development Permit requirements are illustrated and fulfilled in the Development Permit submission, to the written acceptance of the City
14. Where a proponent provides satisfactory information to the City clearly demonstrating that the existing urban-ALR interface conditions will satisfy the intent of the Development Permit Guidelines for the full extent of the interface

Guidelines

The following guidelines may be applied when setting Development Permit conditions:

SITE PLANNING

To guide the design of development sites with suitable urban-ALR interfaces.

AG1 Orientation of High Intensity Uses

Orient buildings, structures, streets, vehicle accessways and outdoor amenity areas in a manner that directs high intensity uses, characterized by high levels of vehicle and pedestrian traffic and noise generators, away from adjacent agricultural lands.

AG2 Orientation of Low Intensity Uses

Orient low intensity uses, such as low activity service areas, residential rear yards and passive open space, in a manner that forms a buffer between higher intensity uses and adjacent agricultural lands.

AG3 Street Layout

Avoid locating new roads along the ALR boundary, wherever possible. Streets and vehicle accessways that 'dead end' adjacent to the ALR are strongly discouraged, except as may be necessary for access by farm vehicles into ALR properties.

AG4 Lighting Impacts

Design development sites, buildings and signage in a manner that minimizes lighting impacts on residential dwellings located on adjacent agricultural lands.

AG5 Rainwater Management

Design development sites to manage rainwater runoff onsite, as required by the Development Bylaw and the Natural Environment and Steep Slope Development Permit Guidelines.

Along or near property lines adjacent to agricultural lands, landscape areas with the capacity to infiltrate or detain rainwater, such as rain gardens, planting beds, grassed areas and water features. Wherever possible, these features should be incorporated into the design of landscape buffers.

AG6 Mature Trees

Wherever possible, preserve mature trees in areas along or near property lines adjacent to agricultural lands and incorporate them into landscape buffers.

AG7 Existing Fences

Wherever possible, utilize existing fencing (located along property lines between urban and ALR lands) and incorporate into landscape buffers, provided it is in good condition and meets landscape buffer fencing requirement.

LANDSCAPE BUFFERS

To guide the design of landscape buffers that are adapted to specific urban-ALR interface conditions.

AG8 Landscape Buffering Requirements

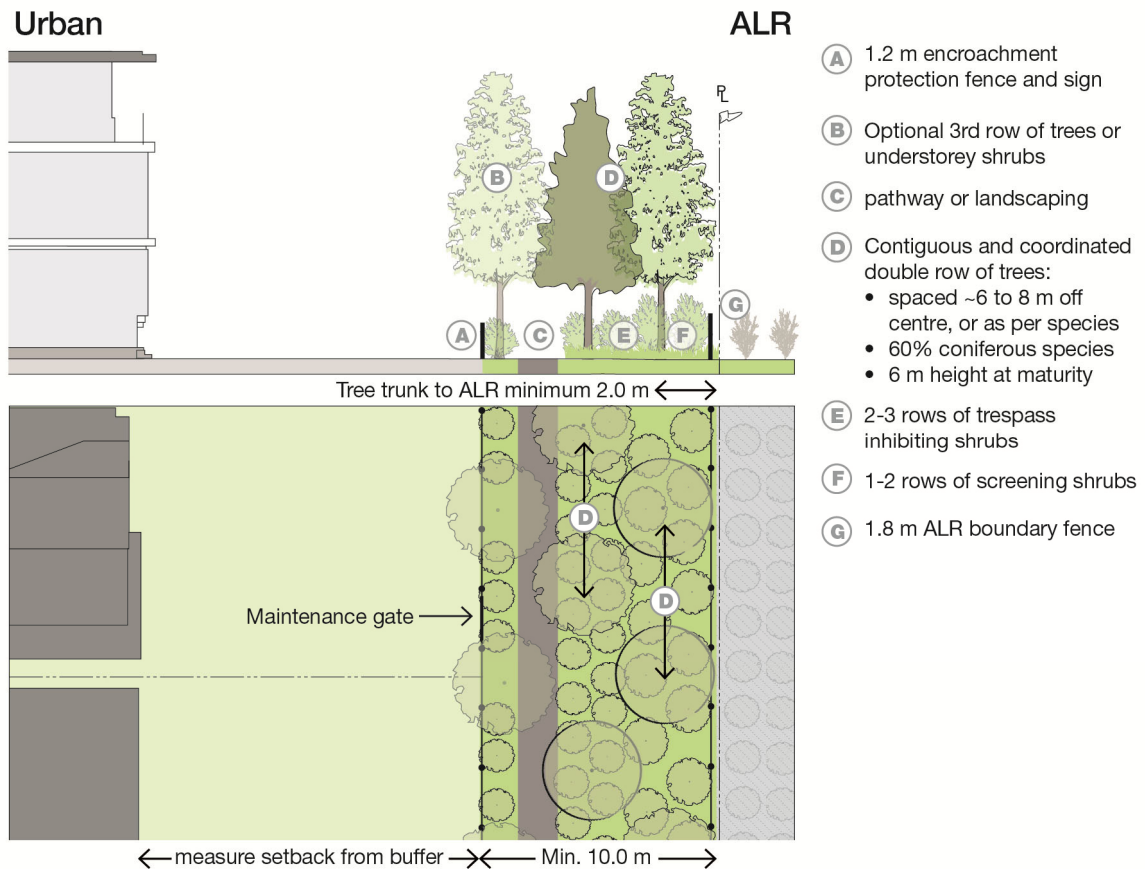
Include landscape buffers along urban-ALR interfaces that meet the following requirements:

- a. Landscape buffers shall be located entirely on the urban side of the ALR interface.
- b. Landscape buffers shall be designed to include setbacks, fencing and landscaping features that aim to minimize conflicts between urban and agricultural uses.
- c. Buildings, structures, streets, vehicle accessways, parking areas and paved areas are prohibited within landscape buffer areas, except in circumstances where site access cannot be provided in an alternative location.
- d. Vegetation within landscape buffer areas should be designed to filter dust, airborne particles, and crop spray from adjacent ALR land, and generally meet the following parameters:
 - i. mature height of 6.0 metres and minimum crown density of 60%
 - ii. minimum 60% conifers; street trees within the public right-of-way should reflect City standards;
 - iii. whenever possible, use species native to the region, or as recommended in the Ministry of Agriculture Guide to Edge Planning, subject to alternatives specified by the City; and
 - iv. implemented as per the specifications of Development Bylaw, 2011, as applicable.
- e. A restrictive covenant shall be registered on title:
 - i. identifying the area of the lot protected for implementation and maintenance of the buffer, according to the approved landscape plan; and
 - ii. noting that the property is adjacent to an agricultural area where normal farming practices can be expected.
- f. Required landscape buffer widths do not supersede setbacks prescribed by environmental legislation.
- g. Measure Zoning Bylaw rear and interior lot line building setbacks from the urban edge of the landscape buffer. Where the prescribed distance cannot be achieved due to unique site conditions, a reduction may be considered if the intent of the guidelines is maintained.
- h. Install signage on all buffer encroachment protection fencing and at dead-end roads to inform residents and prospective purchasers of adjacent farm operations (see AG14).
- i. Where existing wooded, natural, or environmentally sensitive areas separate development from the ALR, buffer design may incorporate and enhance (where necessary) the existing vegetation to satisfy the Protection of Agriculture Development Permit Guideline objectives.
- j. Where a proposed development is directly adjacent to an existing lot with an established ALR landscape buffer that is shallower than the standards set out in these guidelines, consideration may be given to a reduced buffer depth, or a portion thereof, to improve buffer design, transition, and continuity.

AG9 Interior Lot Line Interface Buffer

The following provisions apply to development interfacing with the ALR across an interior lot line or where the ALR interface is mid-parcel:

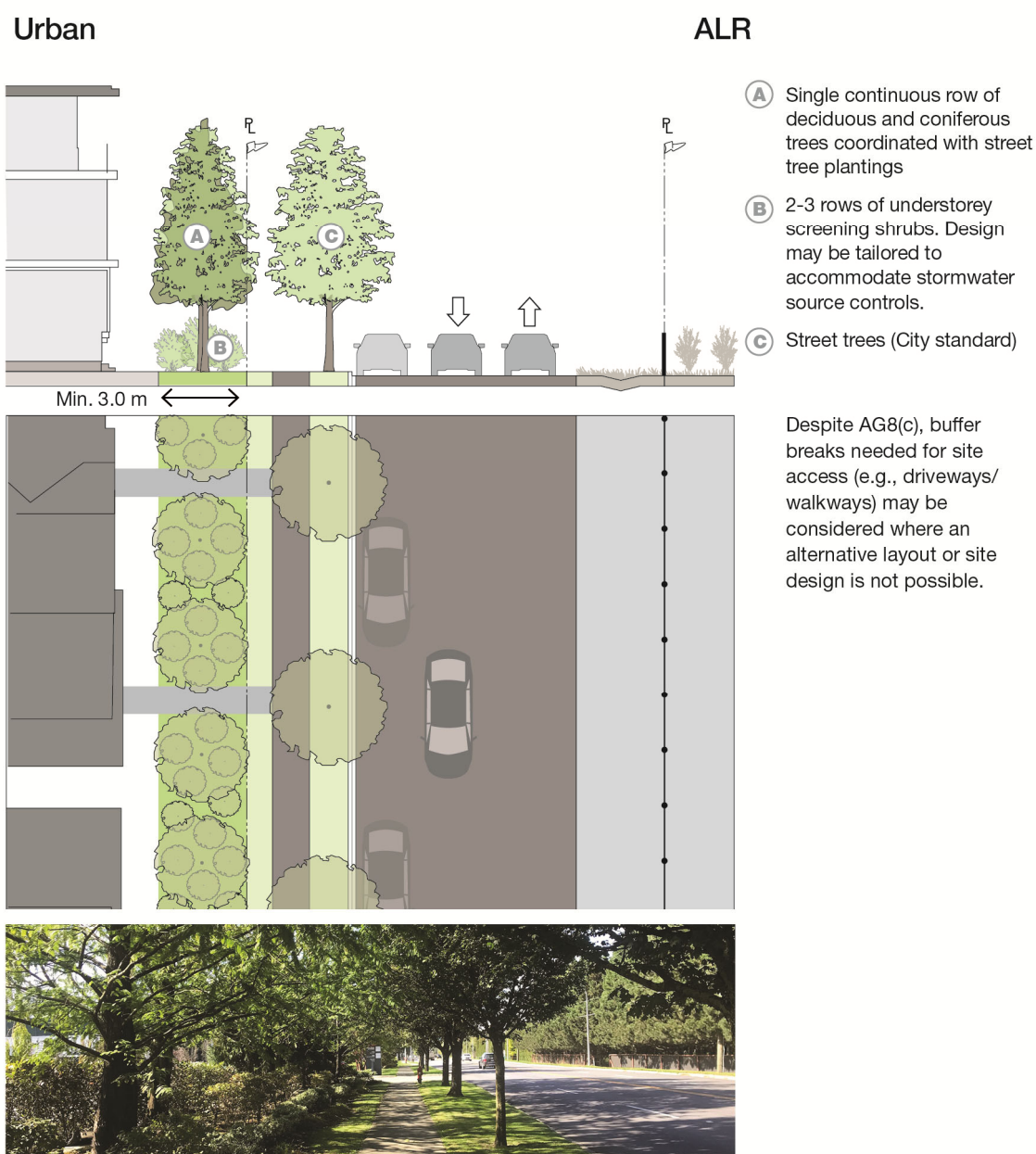
- minimum 10 m on-site landscape buffer
- minimum of two contiguous and coordinated rows of coniferous and deciduous trees; provide at least 60% coniferous species
- 3-5 rows of continuous screening and trespass inhibiting shrubs;
- a pathway may be required on the urban side of the buffer, at the discretion of the City; this space shall be planted with understory shrubs if a pathway is not provided
- 1.2 m buffer encroachment protection fencing with signage
- 1.8 m ALR boundary/property line fence
- measure building setbacks from the buffer, not lot line, where space permits



AG10 Existing Road Edge Buffer 1 - Urban (with street trees)

The following provisions apply to development, other than single detached dwelling development, that fronts, flanks, or backs onto the ALR across an existing road developed to an urban frontage standard, with street trees:

- minimum 3.0 m on-site landscape buffer; a reduction may be considered for shallow, highly constrained sites
- single contiguous row of deciduous and coniferous trees spaced in coordination with street trees; at least 60% coniferous. Provide a higher proportion of coniferous species where the buffer depth is constrained.
- 3 rows of screening shrubs; 2 rows of dense evergreen species in constrained circumstances



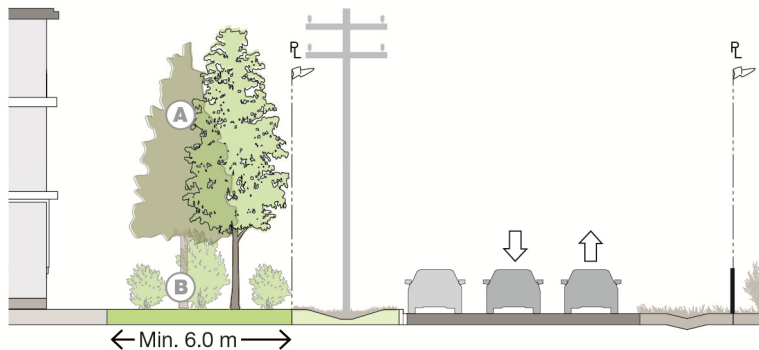
AG11 Existing Road Edge Buffer 2 - Rural (no street trees)

The following provisions apply to development, other than single detached dwelling development, that fronts, flanks, or backs onto the ALR across an existing road designated “rural” or a road without street trees:

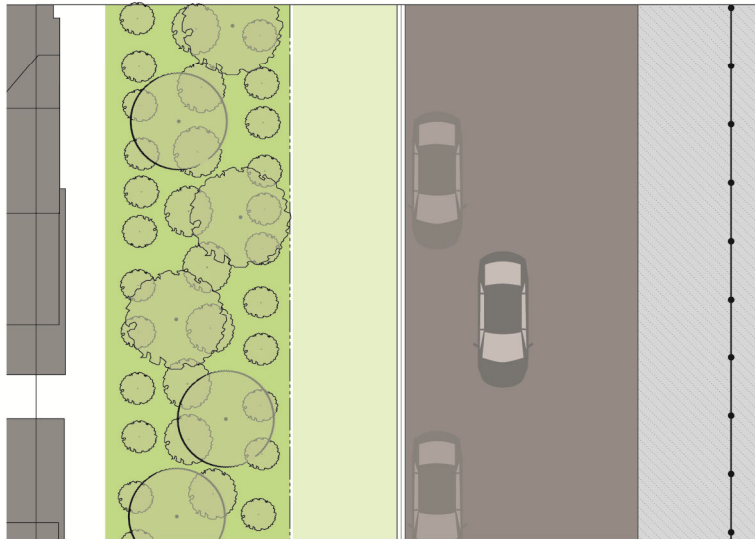
- minimum 6.0 m on-site landscape buffer with a staggered and contiguous double row of trees; at least 60% coniferous species.
- where 6.0 m cannot be achieved, a reduction to 4.0 m may be considered with a higher proportion of coniferous species (over 60%). Special consideration may be given for further reductions in highly constrained locations.
- minimum 3 rows of understorey screening shrubs

Urban

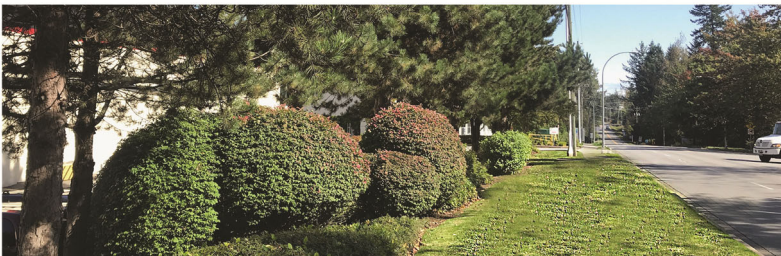
ALR



- (A) two contiguous and staggered rows of trees
- (B) 3 rows of understorey screening shrubs. Design may be tailored to accommodate stormwater source controls.



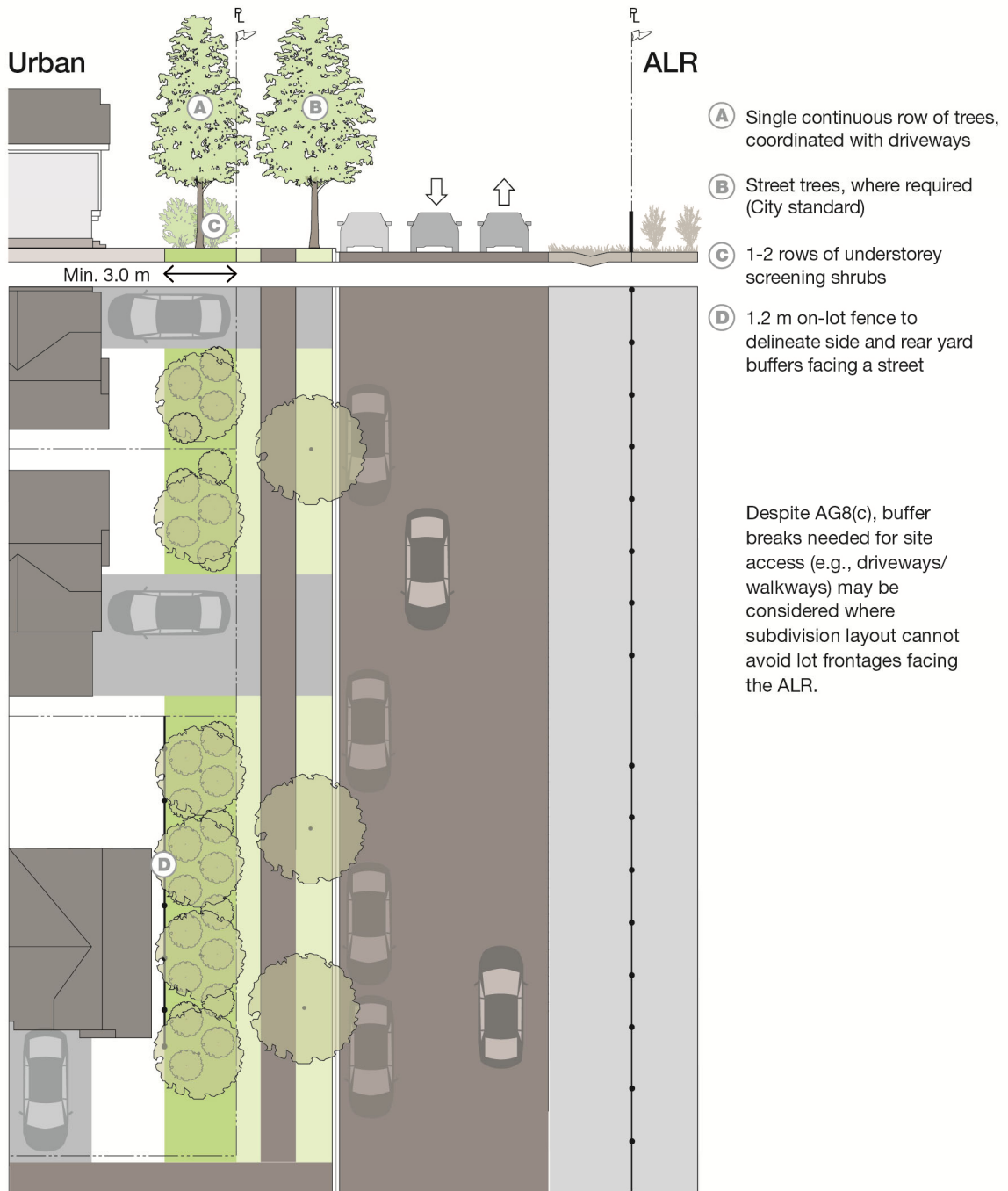
Despite AG8(c), buffer breaks needed for site access (e.g., driveways/ walkways) may be considered where an alternative layout or site design is not possible.



AG12 Existing Road Edge Buffer 3 - Single Detached Dwellings

The following provisions apply to single-detached dwelling development that fronts, flanks, or backs onto the ALR across an existing road (with or without street trees):

- minimum 3.0 m on-site buffer with a single contiguous row of trees spaced in coordination with adjacent street trees, where provided; provide at least 50% coniferous tree species.
- provide a higher proportion of coniferous tree species where a rear yard buffer interfaces with the ALR across a road without street trees.
- 2 rows of screening shrubs; 1 row of dense evergreen shrubs in constrained circumstances



AG13 New Road Edge Buffer

The following provisions apply to development fronting the ALR across a new street constructed as part of the development:

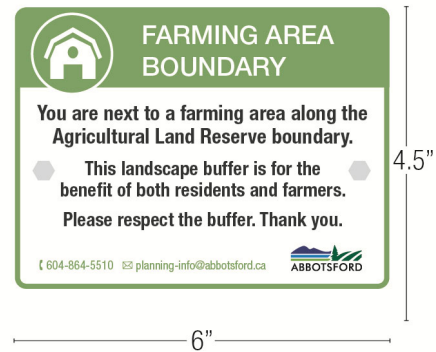
- wherever possible, avoid new roads adjacent to the Agricultural Land Reserve that require this buffer type
- in circumstances where this interface type cannot be avoided, a maintenance/funding plan and financial security may be required and determined through the application process
- minimum 6.0 m road right-of-way buffer
- minimum of two contiguous and coordinated rows of coniferous and deciduous trees; providing at least 60% coniferous species
- 3 rows of continuous screening and trespass inhibiting shrubs
- 1.8 m ALR boundary fencing (page wire, existing, or as per AG14)



AG14 Fencing and Signage

Signage

- 6" x 4.5" (15 cm x 11.5 cm) designed as shown.
- Sign grade aluminum with white surface; no sharp corners.
- Green or black 7 year 2 mil vinyl text, or screen printed.
- One sign every 15.0 m, or at the back of each lot (closer of)
- Mount to buffer encroachment fencing or ALR property line fence for street applications. Mount with galvanized hardware in a position that will not impede text.

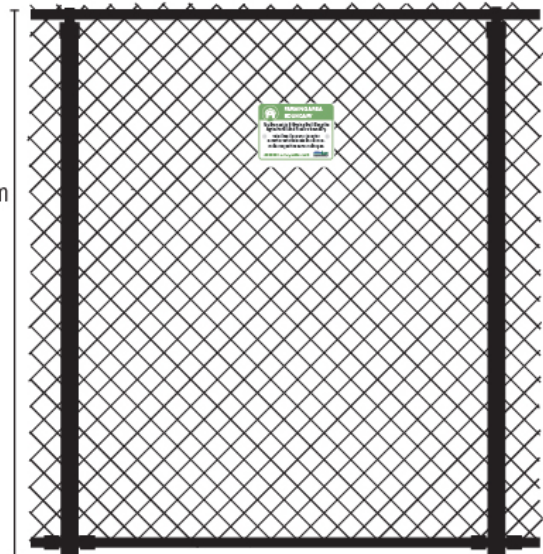


Fencing

- Chainlink Mesh: galvanized, vinyl-coated black 3.5 mm steel wire, woven in 50 mm mesh
 - Top and bottom edges should be knuckled (bent interlocking)
 - Fasteners and fittings to be hot dipped galvanized, black
- Posts: galvanized powder-coated black steel:
 - 75 mm outside diameter end, corner and straining posts
 - 60 mm outside diameter line posts
 - concrete footings
 - black powder coated end caps, welded in place
- Top/Bottom Rail: galvanized powder-coated black steel (41 mm outside diameter)
- Gate: provide at least one buffer maintenance access gate for each lot with a rear or side yard buffer that cannot otherwise be accessed by the lot owner. Materials and construction shall be consistent with the fencing.
- 1.8 m ALR boundary fencing may be chainlink (as specified), page wire, or solid wood. Reuse of existing fencing that meets the intent and general size specifications of the guidelines is encouraged.
- 1.2 m buffer encroachment fencing may be chainlink (as specified) or fixed-post wood rail fencing, provided it meets the intent and size specifications of the guidelines.



Buffer encroachment protection fencing (1.2 m)



ALR Boundary Fencing (1.8 m)

6

Natural Environment Development Permit Guidelines



Area

Subdivision or alteration of land (including grading, tree clearing, and installation of services); and construction of, addition to, or alteration of a building or structure that occur in areas shown on Map 13 are subject to these Natural Environment Development Permit Guidelines. The areas shown on Map 13 show natural environment areas and include:

- land within 50m of streams
- land classified as sensitive ecosystems (through Metro Vancouver's Sensitive Ecosystem Inventory)

Justification

Abbotsford's natural setting is characterized by a wide diversity and beauty of landscapes and natural features, including steep escarpments, forested slopes, sandstone rock faces, second growth and old growth forest, dry bluffs, streams, and riparian areas. These ecosystems provide many functions necessary for our health and well-being. Protection and enhancement of green spaces will improve water quality, increase recreational opportunities, mitigate flooding, decrease greenhouse gas emissions, reduce watercourse maintenance and dredging costs, improve air quality, provide habitat, sustain food production, and many other tangible and intangible benefits.

Exemptions

Bylaw No.
2721-2018

1. Lands within both the Agricultural Land Reserve and designated for Agriculture
2. A subdivision for lot consolidation or road widening
3. Construction, addition or alteration not exceeding 10m² (100ft²) where no variance(s) is (are) required
4. Notwithstanding exemption 3, all interior/exterior building alterations that do not expand the existing building foundation
5. Buildings that have been destroyed by fire and/or natural disaster less than 75%, as determined by the building inspector provided the building massing, siting and general appearance are as prior to destruction and the use conforms to the City's *Zoning Bylaw, 2014*
6. Emergency circumstances to remove any immediate danger
7. Municipal works, services and maintenance activities carried out by, or on behalf of, the City generally in accordance with these guidelines
8. A restrictive covenant that effectively protects the entire natural environment area is already registered on the subject property, all the conditions in the covenant are met, and the proposed activity will not affect any portion of the natural environment area
9. Where the proponent provides satisfactory information to the City that clearly demonstrates that the proposed activity will not be in conflict with the Development Permit Guidelines. The determination may need to be by a qualified environmental professional, which concludes that the portion of land being developed is not environmentally sensitive and the natural feature(s) is (are) no longer present due to previously approved development

Objectives

Bylaw No.
2721-2018

The following guidelines are intended to allow land to be used for its intended purposes, while also protecting, enhancing and/or restoring the City's natural environment areas; prevent the introduction and spread of invasive species; and protect water quality and quantity. New development should use the mitigation hierarchy to protect and improve the integrity, ecological health and biodiversity of Abbotsford's natural features and ecosystems.

Guidelines

The following guidelines may be applied when setting Development Permit conditions:

RIPARIAN HABITAT

To identify streamside habitat that requires protection and mitigation, and conditions for loss of habitat when unavoidable.

NE1 Streamside Protection and Enhancement Area

Establish setbacks in accordance with the Streamside Protection Bylaw, as amended.

NE2 No Net Loss

Ensure development results in no net loss of habitat area.

NE3 Habitat Replacement and Restoration

Where loss of habitat is unavoidable, replace the value of lost habitat at a ratio of 2:1.

TERRESTRIAL HABITAT

To identify terrestrial habitat that requires protection and mitigation, and conditions for loss of habitat when unavoidable.

NE4 Species at Risk

Protect habitat where observations of species at risk have been identified by a qualified environmental professional.

NE5 Habitat Replacement and Restoration

Where loss of habitat is unavoidable, provide mitigation to offset the loss.

MITIGATION, RESTORATION AND INTERFACE

To guide the mitigation, restoration and interface of a development with the natural environment.

NE6 Site Design

Design a project to fit the site rather than altering the site to fit the project.

Bylaw No.
2721-2018

NE7 Environmental Assessment Reports

An Environmental Assessment Report, arborist report, or any other report as appropriate may be required and reviewed to the satisfaction of the City.

NE8 Environmental Protection

Protect natural environment areas identified for preservation in an Environmental Assessment Report through measures such as dedication to the City, establishing a restrictive covenant, or rezoning.

NE9 Effective Protection Plans

Where critical habitat for species at risk is identified by senior government and an Environmental Assessment Report determines that the site has the potential to support the species at risk, an Effective Protection Plan will be prepared and submitted to senior government.

NE10 Flows, Drainage and Channel Geometry

Ensure that development and associated activities do not impact a stream's base flows, natural drainage patterns, and the natural stream channel geometry.

NE11 Water Quality

Protect water quality within the City's watercourses and drainage system by adhering to the Erosion and Sediment Control (ESC) Bylaw and the Sewer Rates and Regulations Bylaw, as amended.

NE12 Tree Canopy

Bylaw No.
2721-2018

Conserve specimen trees and trees in stands (groups of trees along with their associated understory) to preserve long term health and stability of trees.

NE13 Wildlife Trees

Create safe wildlife trees by using existing hazardous trees where they can be retained without impacting the proposed activity.

NE14 Root Systems

Conserve trees by protecting their root systems from disturbance

NE15 Drip Line

Do not undertake construction activities, including excavation, soil compaction, placement of fill, equipment storage, cutting, or understory vegetation removal within the drip line of any tree.

NE16 Native Species

Within natural environment areas, only plant species native to the Coastal Western Hemlock Biogeoclimatic Zone.

NE17 Invasive Plants

Remove invasive plants and take measures to prevent their spread in accordance with best management practices or the recommendation of a qualified environmental professional.

NE18 Crossings through Natural Environment Areas

Avoid locating trails, roads and utility corridors across protected natural environment areas. If such crossings are unavoidable then design crossings that:

- are perpendicular to the protected natural environment areas, as narrow as practically possible, and elevated where possible;
- are sited so as to minimize impacts on the vegetation, and where applicable, the stream channel;
- are sited so as to conform to the natural topography as much as possible; and,
- are constructed and maintained so as to prevent erosion and allow the natural movement of surface water and groundwater.

NE19 Fencing

When adjacent to development and activity is anticipated, protect riparian areas with fencing.

NE20 Maintenance and Monitoring

Maintain and monitor restoration or compensation sites to ensure that the works are completed in accordance with the Development Permit.

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Steep Slope Development Permit Guidelines



Area

Subdivision or alteration of land (including grading, tree clearing, and installation of services); and construction of, addition to, or alteration of a building or structure that occur in areas shown on Map 14 are subject to these Steep Slope Development Permit Guidelines. The areas shown on Map 14 include:

- land with slopes of 20% or greater
- land within 20m of slopes that are 20% or greater

Justification

As Abbotsford continues to grow, development may occur in areas with steep slopes where the potential risk of natural hazards such as landslides, erosion, debris flows, etc. present a danger to people and their property.

Steepness of slopes does not necessarily correlate with stability of slopes, which depends on factors such as geological material, soils, moisture content and vegetation cover. However, precautions are needed to ensure development activity or resulting retaining structures do not create hazardous conditions.

Objectives

The following guidelines are intended to allow land to be used for its intended purposes, while also protecting residents and property from the potential risk of natural hazards. In some cases, development on or near steep slopes is unavoidable and requires measures during site and building design, construction, and long term maintenance to minimize the associated risks.

Exemptions

Bylaw No.
2721-2018

Notwithstanding the following exemptions, the Community Charter enables a building inspector to require a geotechnical report.

1. Lands within both the Agricultural Land Reserve and designated for Agriculture
2. A subdivision for lot consolidation or road widening
3. Construction, addition or alteration not exceeding 10m² (100ft²) where no variance(s) is (are) required
4. Notwithstanding exemption 3, all interior/exterior building alterations that do not expand the existing building foundation
5. Buildings that have been destroyed by fire and/or natural disaster less than 75%, as determined by the building inspector provided the building massing, siting and general appearance are as prior to destruction and the use conforms to the Zoning Bylaw
6. Emergency circumstances to remove any immediate danger
7. Municipal works, services and maintenance activities carried out by, or on behalf of, the City generally in accordance with these guidelines
8. A restrictive covenant which effectively protects the property from the hazardous condition(s) is (are) already registered on the subject property, all the conditions in the covenant are met, and the proposed activity will not affect any portion of the hazardous conditions

9. Where the proponent provides satisfactory information to the City that clearly demonstrates that the proposed activity will not be in conflict with the Development Permit Guidelines. The determination may need to be by a qualified professional, which concludes that the portion of land being developed is not subject to hazardous conditions

Guidelines

The following guidelines may be applied when setting Development Permit conditions:

HAZARDOUS CONDITIONS

To identify parts of a parcel that require special consideration.

SS1 Slope

Avoid developing on land with slopes over 30%. Development may be considered on slopes greater than 30% where it can be demonstrated that the proposed development will not create environmental or visual impacts, can be sensitively integrated with terrain, and presents no hazards to persons or property.

SS2 Unique Hazards

Identify unique hazards such as abandoned mine shafts and implement mitigation measures to deal with the hazardous conditions.

CONDITIONS FOR DEVELOPMENT

To establish general conditions and expectations of development in areas with steep slopes.

SS3 Geotechnical Assessment Report

A Geotechnical Assessment Report is required for a parcel subject to a Steep Slope Development Permit to determine any risks from natural hazards and any required mitigation measures to the satisfaction of the City. All steep slopes on the subject site should be assessed as part of a Geotechnical Assessment Report, regardless of whether development or site alteration activity will occur on the particular steep slope(s). A third party peer review of a Geotechnical Assessment Report may be required at the expense of the applicant.

SS4 Slope Protection

Protect slopes identified as unsuitable for development by a Geotechnical Assessment Report through measures such as dedication to the City, establishing a restrictive covenant, or rezoning.

SS5 Mitigation and Conditions

Do not develop in areas with a potential for natural hazard, unless a qualified geotechnical professional provides recommendations for:

- mitigation measures to reduce risk of natural hazards for both the subject site and any adjacent and/or other potentially affected areas to an acceptable level during all stages of development;
- conditions (i.e. conditions relating to the permitted uses, density or scale of building) necessary to reduce risk of potential natural hazards to acceptable levels.

SS6 Minimum Setback from Steep Slopes

Ensure all development, in addition to septic fields, swimming pools, hot tubs, ponds, or other uses at or near the top or base of steep slopes is set back a minimum of 10 metres from the top or base of any steep slope except as otherwise recommended by a qualified professional. Where development is near steep slopes greater than 30%, increase setback to a minimum of 15 metres except as otherwise recommended by a qualified professional.

ALTERATION OF SLOPES

To guide the alteration of slopes to reduce the risk of potential natural hazards to the property and its surroundings.

SS7 Site Design

Design a project to fit the site rather than altering the site to fit the project.

SS8 Cluster Development

Cluster development as a means to minimize slope disturbance.

SS9 Lot Configuration

Use variation in lot sizes and subdivision layout to reflect the natural site contours, minimize cut and fill, and maximize developable areas. Do not create large flat terraces on hillsides to expand developable area.

SS10 Road Alignment

Align roads to follow natural site contours, conforming to existing topographic conditions rather than cutting across contours.

SS11 Grading

Provide site grading that is smooth and stable. Finished slopes of all cuts and fills should not exceed a three-to-one (3:1) grade unless the applicant can demonstrate that steeper slopes can be stabilized and maintained adequately.

SS12 Undercutting

Avoid undercutting the base of steep slopes for building, landscaping or other purposes except in accordance with the recommendations of a qualified professional.

SS13 Location of Fill

Ensure fill is not located within 10 metres of the top of a steep slope.

SS14 Retaining Wall Height

When designing retaining walls, respect the natural characteristics of the site and terrace walls to avoid overpowering the site with a large uniform wall face. As a general guide, retaining walls should not exceed 3.0 metres in height adjacent to roads and services and 1.2 metres in height between individual properties.

SS15 Retaining Wall Terraces

Terrace retaining walls with sufficient width to allow plantings and maintenance. The height and depth of the retaining wall steps should be consistent with the natural terrain or with the slope above and below the walls. Lock block style retaining walls are not permitted.

SS16 Building Forms and Massing

Step and articulate building forms to integrate and reflect the natural site contours and slope conditions. Avoid large unbroken building masses unsuitable for sloped conditions.

LANDSCAPE

To guide the design of landscaping for the mitigation of hazardous conditions on a property with a steep slope.

SS17 Site Drainage

Design and maintain property, roof drainage and landscaping to shed water away from slopes. Avoid ponding near slopes.

SS18 Vegetation Maintenance and Reinstallment

Maintain and/or reinstall vegetation on the slopes and within any required setback above the slopes in order to absorb water and minimize erosion.

SS19 Slope Reinforcement

Reinforce and revegetate disturbed slopes, especially where gullied or where bare soil is exposed, as soon as possible. Plant in accordance with the recommendations of a qualified professional. Ensure monitoring and maintenance of restored areas by qualified professionals until such time as the vegetation is established.

SS20 Native Species

When revegetating steep slopes, plant species native to the Coastal Western Hemlock Biogeoclimatic Zone.

SS21 Tree Removal

Avoid tree removal on steep slopes and retain trees as much as possible elsewhere.

SS22 Erosion and Sediment Control

Where appropriate, follow erosion and sediment control measures in accordance with the Erosion and Sediment Control Bylaw.

SS23 Maintenance and Monitoring

Maintain and monitor mitigation measures to ensure that the works are completed in accordance with the Development Permit.

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PART VI: HERITAGE CONSERVATION AREAS



Heritage Conservation Areas and Guidelines

Heritage Conservation Areas are a tool that enables the City to preserve notable heritage assets. With significant land constraints it is becoming increasingly important in our city to protect heritage properties and ensure neighbouring properties respect the historical character of their surroundings. As the city grows towards 200,000 residents, these Heritage Conservation Guidelines can help retain the value of historically important properties and buildings. This work depends on making sure the following guidelines are welcomed, understood and adhered to.

The *Local Government Act* authorizes municipalities to designate Heritage Conservation Areas in the Official Community Plan for the purposes of heritage conservation. Where an area is designated, land development and construction only takes place after a Heritage Alteration Permit has been issued.

To conserve our heritage, the City designates lands subject to Heritage Alteration Permits:

1. Clayburn Heritage Conservation Area

As per Part III, Chapter 4, 'Make Places for People', other Heritage Conservation Areas may be explored in the future, including Historic Downtown once a Historic Downtown Neighbourhood Plan is completed.

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1

Clayburn Village Heritage Conservation Area



Area

All lands within the Heritage Conservation Area Boundary illustrated in *Figure CV1* are designated subject to these Heritage Conservation Guidelines.

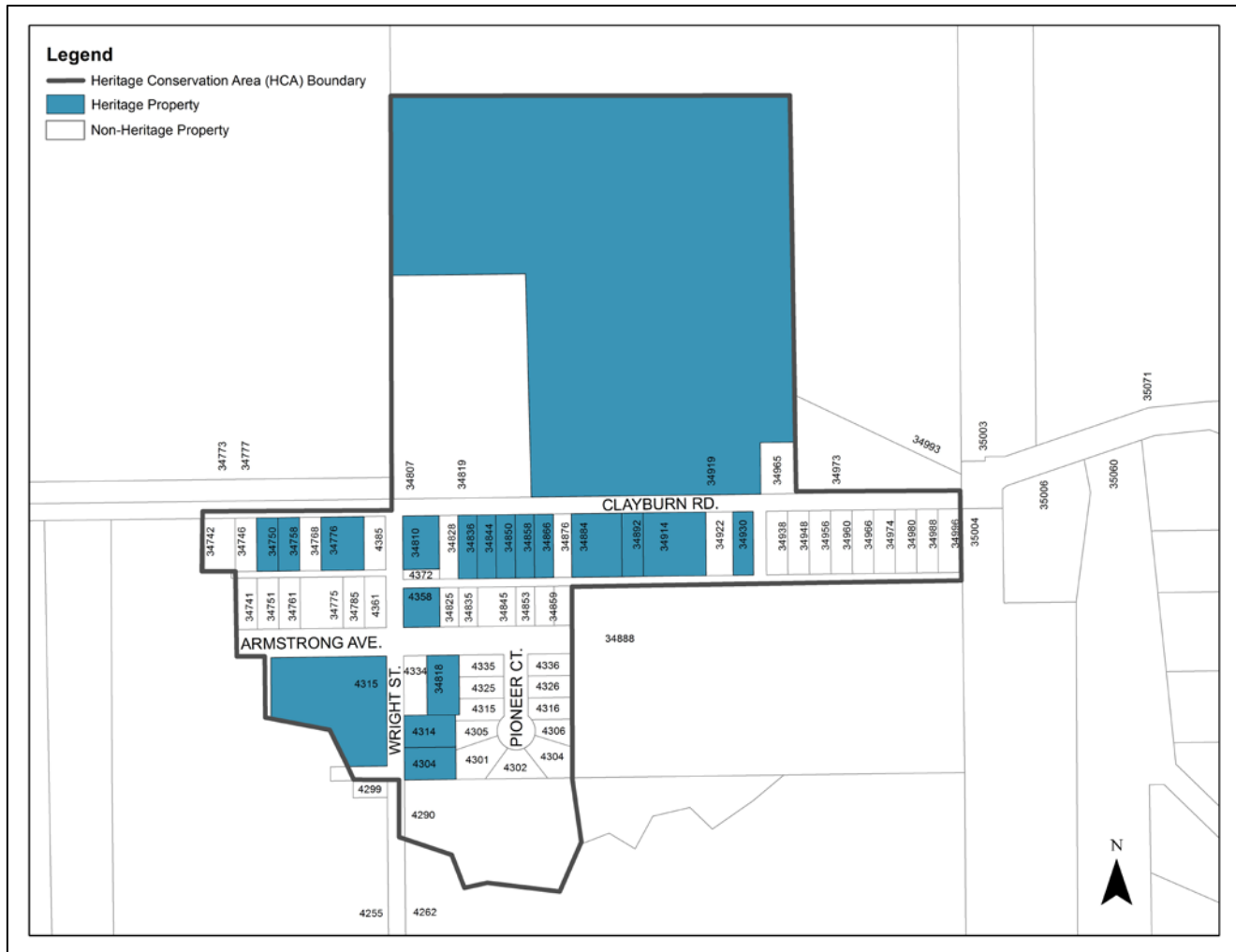


Figure CV1: Heritage and Non-Heritage Properties

Justification

Clayburn Village was the first company town to be established in British Columbia. The settlement dates from 1905, when the Vancouver Fireclay Company - later to become the Clayburn Company - built a brick making plant just to the west of Sumas Mountain, convenient to deposits of high grade fireclay in the Straiton area on the southwest slopes of the mountain. A small townsite was laid out to the south of the brick plant where the company built homes for its managers and workers.

The brick faced houses of Clayburn Village, built between 1906 and 1909, are of special historical and architectural importance for a number of reasons:

- they are believed to have been designed by the renowned British Columbia architect, Samuel Maclure;
- Mr. Maclure's conception of the physical form of the village, and the design of the houses and their visual relationship to Sumas Mountain are a noted example of the City Beautiful Movement that became important in North America following the World Columbian Exposition held in Chicago in 1893;
- they represent one of the largest concentrations of brick buildings of the first decade of the twentieth century in the Lower Mainland and the Fraser Valley;
- as a group, they reflect a unity of design in the use of brickwork, shingles, woodwork, and windows; and
- the exterior use of brick in their foundations and first storey walls was unique in British Columbia.

There are other buildings in the village that are of historical importance. The village's wooden school house was built in 1908 on the west side of Wright Street. A presbyterian church was constructed in 1912 opposite the school house with bricks donated by the Clayburn Company. These buildings were officially designated heritage structures by the former District of Matsqui in 1978. They are now owned by the Clayburn Village Community Society and are used for community activities and events.

In 1912, a two storey general store was opened on the corner of Wright Street and Clayburn Road and soon became the village's social focal point. In recent years, the store has been renovated and restocked, as much as possible to represent the commerce and lifestyle of the early decades of the twentieth century. It serves as a convenient meeting place for village residents and attracts visitors from all over the Province. The general store is also used as a convenient starting point for those who wish to tour the village and enjoy its atmosphere, stroll its streets, and view its buildings of architectural note.



Finally, the Clayburn Brick Plant site is important to both Clayburn Village and British Columbia. By 1909 the plant was the largest brick producer in the Province, and the claim was made that it was the largest in Canada. Such was the originality and quality of Clayburn bricks - in particular, distinctively coloured specialty bricks - that architects ordered them for some of the most distinguished buildings in British Columbia, including the World Building (1911), St. Paul's Hospital (1912), the second Hotel Vancouver (1913, demolished in 1948), and the Marine Building (1929-30) all of Vancouver, and the Empress Hotel (1904-08) and Armouries (1914) of Victoria.

The plant lay unused after 1930 when production operations were merged with the brick plant in Kilgard. By 1940, most of the brick plant buildings had disappeared. In 1993, the District of Matsqui purchased this property with a view towards the eventual excavation of the old kilns and brick plant site, and establishing an interpretative centre on it.

Objectives

The objectives of the Clayburn Village Heritage Conservation Area are:

- To recognize and enhance the historic nature of Clayburn Village for the benefit of present and future generations.
- To ensure that all building restorations, rehabilitations, renovations or alterations, and property development or redevelopment within the Clayburn Village Heritage Conservation Area respects the history and enhances the heritage character and heritage value of Clayburn Village.

- To ensure that any single family residential development or redevelopment is consistent with existing land uses and buildings, and does not detract from the heritage and rural character of Clayburn Village.
- To promote conservation, restoration, and heritage sensitive rehabilitation and renovation of the heritage buildings in the Clayburn Village Heritage Conservation Area.
- To regulate subdivision within the Clayburn Village Heritage Conservation Area.
- To accommodate infill development that is consistent with the existing heritage buildings and enhances the heritage character of Clayburn Village.
- To retain, where possible, land in the Agricultural Land Reserve for agricultural use and ensure that the City's general agricultural land use policies apply to the Clayburn Village properties located in the Agricultural Land Reserve. These guidelines although intended to protect Clayburn Village's heritage buildings and resources, are not meant to unnecessarily interfere with or impede neighbouring farm operations or limit their ability to farm profitably.

Standards

A Heritage Alteration Permit is not required for:

- alterations to building interiors, except those that affect structural integrity;
- maintenance and repairs that do not affect the heritage character of the area or heritage value of property;
- activities necessary for the continuation of agricultural operations; or
- landscaping that does not affect the heritage character of Clayburn Village or the heritage value of properties highlighted in Figure CV1.

Pursuant to the *Local Government Act*, Heritage Alteration Permits will be issued by the City, subject to the terms and conditions considered necessary by the Council, or its delegate, for proposals that comply with the guidelines established below.

In those instances where a Heritage Alteration Permit is refused and the refusal to issue a permit prevents the use of land that is allowed under the applicable Zoning Bylaw, or the development of land to the density that is allowed under the applicable Zoning Bylaw in respect of that permitted use, the City Council, or its delegate, shall inform the applicant of the requirements or conditions under which the applicant's proposal would be allowed.

City Council, or its delegate, may refuse to issue a Heritage Alteration Permit for an action that, in the opinion of the City Council, or delegate, would not be consistent with the purpose of the heritage protection of the property.

Guidelines

HERITAGE PROPERTIES

To conserve the historical and architectural significance of Heritage Properties in Clayburn Village.

CV1 Heritage Character and Value

When rehabilitating buildings and structures, respect the heritage character of the area and retain the heritage value of properties. To this end, property owners are encouraged to examine the photographic archives at the Abbotsford Museum, which contain many images of Clayburn Village in its early years.

CV2 Subdivision

Subdivision of land may be approved, but not until a Heritage Alteration Permit, consistent with these guidelines, is first obtained from the City. If the proposed subdivision will create a new building site, a heritage alteration permit consistent with the Guidelines for Non-Heritage Properties must be obtained from the City for construction of a new building or structure on the new parcel prior to subdivision approval.

CV3 Landscape

Respect the heritage character of the area while being consistent with neighbouring properties' landscape. Use plantings that reflect the village's period.

CV4 Site, Form and Massing

Retain the existing siting, roofline design, height, and number of stories of the affected building or structure. Where foundations require replacement, the siting and height of the affected building or structure may be reasonably altered.

CV5 Exterior Finishings

For exterior renovations, use finishing materials, colours, and windows which reflect the original design and character of the building.

CV6 Front Porches

Retain front porches and, where possible, restore the porches of the village's existing brick houses to their original design. Additions to the front of listed buildings shall not be permitted, except where the proposed addition replaces an existing addition or where the addition is a porch.

CV7 Building Footprints

Conserve the footprint of existing buildings and structures.

CV8 Building Additions

Minimize the visual impact of building additions from adjoining streets.

CV9 Fencing

Maintain the open appearance of residential properties by limiting the height of fences or solid hedges between the front face of the principal building and the front lot line to 0.76 metres. Where construction of a new fence is contemplated, erect a picket fence.

CV10 Off Street Parking

Provide off street parking that is consistent with what is provided for existing developed properties in the same street block and consistent with the principal building located on the same property. To this end, property owners are encouraged to erect detached garages when building or replacing enclosed or covered parking areas.

CV11 Driveways

For residential properties fronting Clayburn Road, driveway access or parking of vehicles between the property line and the front face of buildings is prohibited. Instead, provide access for garages and off street parking for these residences from the lane at the rear of these properties.

CV12 Building Damage

The buildings highlighted in Figure CV1 are of special historic importance; consequently, a Heritage Alteration Permit shall not be issued for these properties, except for an approved restoration, rehabilitation or renovation, or subdivision.

In instances where a building is damaged to the extent that 75% or more of its value above its foundations is destroyed and rehabilitation is not viable, a demolition permit may be issued by the City, provided that the proposed reconstruction or redevelopment of the site complies with the Guidelines for Non-Heritage Properties.

NON-HERITAGE PROPERTIES

To support and enhance the historical and architectural importance of Heritage Properties in Clayburn Village.

CV13 Building Rehabilitation and Replacement

Rehabilitate or replace Non-Heritage buildings in a manner that:

- respects the heritage character of the area and is consistent with neighbouring heritage properties; or
- conforms with the existing structure.

To this end, property owners are encouraged to examine the photographic archives at the Abbotsford Museum, which contain many images of Clayburn Village in its early years.

CV14 Subdivision

Subdivision of land may be approved, but not until a heritage alteration permit, consistent with these guidelines, is first obtained from the City. If the proposed subdivision will create a new building site, a Heritage Alteration Permit, consistent with these guidelines, must be obtained from the City for construction of a new building or structure on the new parcel.

CV15 Landscape

Respect the heritage character of the area while being consistent with neighbouring properties' landscape. Use plantings that reflect the village's period.

CV16 Architectural Design

For new or renovated buildings, incorporate architectural design features which are either characteristic of, or consistent with, those of adjacent buildings or the village's existing historic buildings; in particular, historic buildings on adjacent sites or in the same street block. Architectural features to be considered include:

- roofline design, materials, and colour;
- building height and number of stories;
- front porches;
- exterior finishing materials and colour; and
- window size, design, and materials.

Where possible, renovations that involve brickwork should utilize bricks that resemble the colour, texture, and size of bricks found in the village's historic buildings.

CV17 Building Setback

Set back new buildings and additions to existing buildings at a distance that is consistent with buildings on abutting or adjacent properties; in particular, historic buildings on adjacent properties or properties in the same street block.

CV18 Building Footprint

For new buildings or buildings undergoing renovation and enlargement, maintain consistency in building footprints with those on adjacent properties or properties in the same street block.

CV19 Rooflines

Ensure consistency in the roofline of new or renovated buildings with the heritage character of the area or with the character of buildings on adjacent properties or properties in the same street block.

CV20 Front Porches

Include front porches for new or renovated buildings.

CV21 Fencing

Maintain the open appearance of residential properties by limiting the height of fences or solid hedges between the front face of the principal building and the front lot line to 0.76 metres. Where construction of a new fence is contemplated, erect a picket fence.

CV22 Off Street Parking

Provide off street parking that is consistent with what is provided for existing developed properties in the same street block and consistent with the principal building located on the same property. To this end, property owners are encouraged to erect detached garages when building or replacing enclosed or covered parking areas.

CV23 Driveways

For residential properties fronting Clayburn Road, driveway access or parking of vehicles between the property line and the front face of buildings is prohibited. Instead, provide access for garages and off street parking for these residences from the lane at the rear of these properties.

CV24 Demolition

Demolition of buildings or structures will not be approved unless a Heritage Alteration Permit, consistent with these guidelines, is first obtained from the City for construction of a new building or structure.

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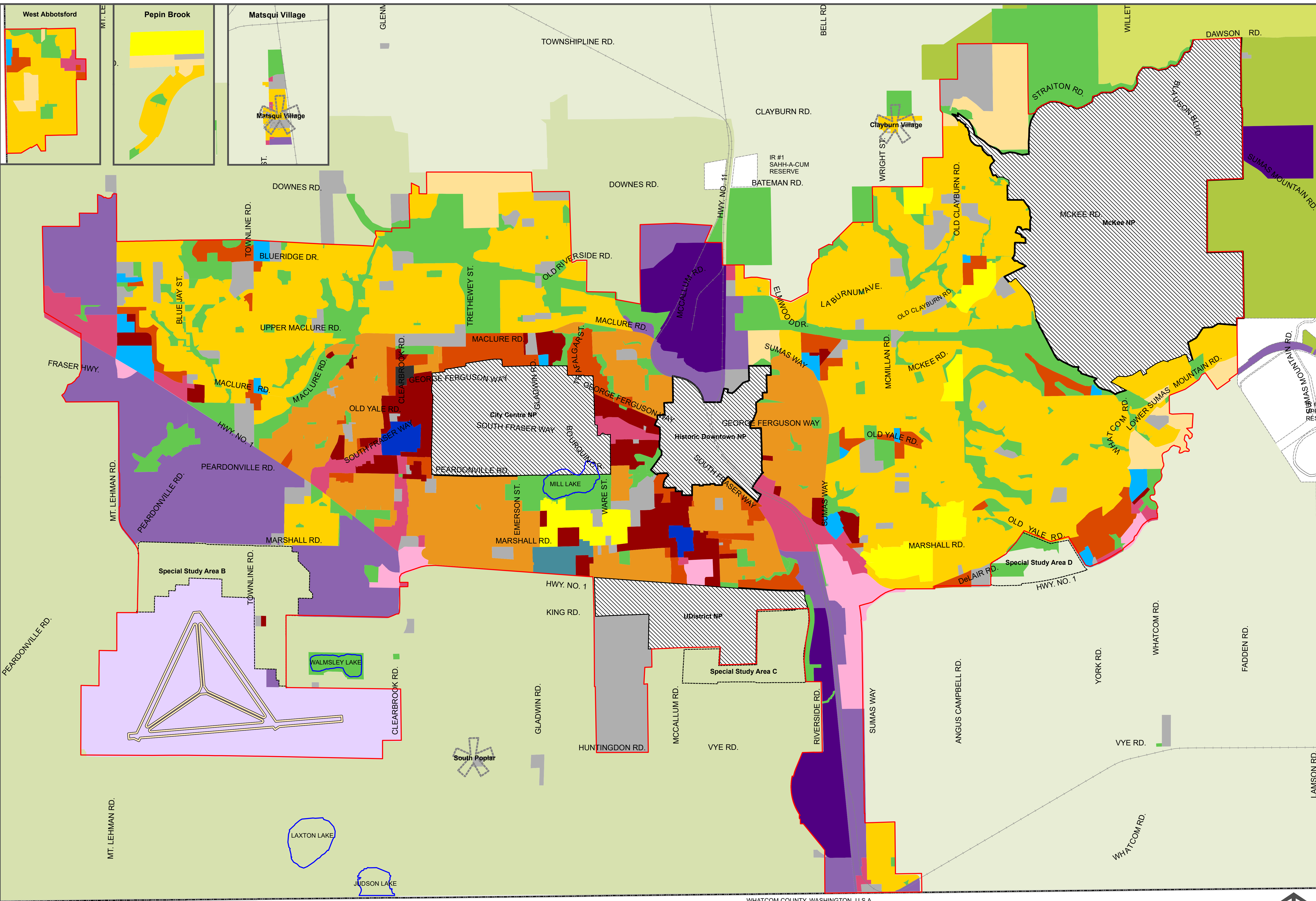
PART VII: MAPS





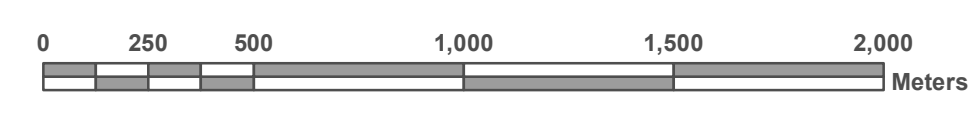
City of Abbotsford

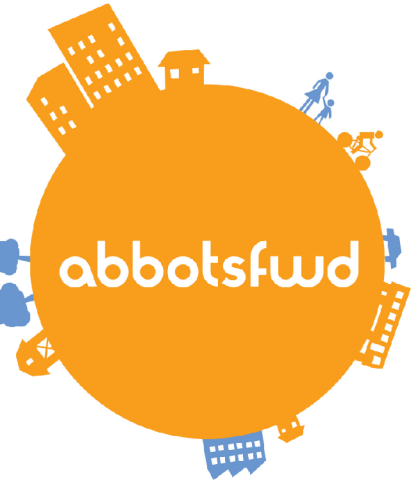
Map 1 - Urban Land Use



Legend

- Urban Development Boundary
- Road
- City Boundary
- Airport
- Railway
- First Nations Boundary
- Shore
- New Neighbourhoods
- Rural Centres
- Special Study Areas
- Neighbourhood Plan
- Agriculture 1 - Uplands
- Agriculture 2 - Lowlands
- City Centre
- Urban Centre
- Neighbourhood Centre
- Urban 1 - Midrise
- Urban 2 - Ground Oriented
- Urban 3 - Infill
- Urban 4 - Detached
- Urban Large Lot
- Suburban
- Secondary Commercial
- Regional Commercial
- General industrial
- High Impact industrial
- Airport
- Health Campus
- Institutional Complex
- Institutional
- Country
- Rural
- Open Space



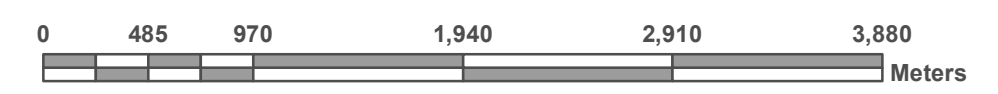
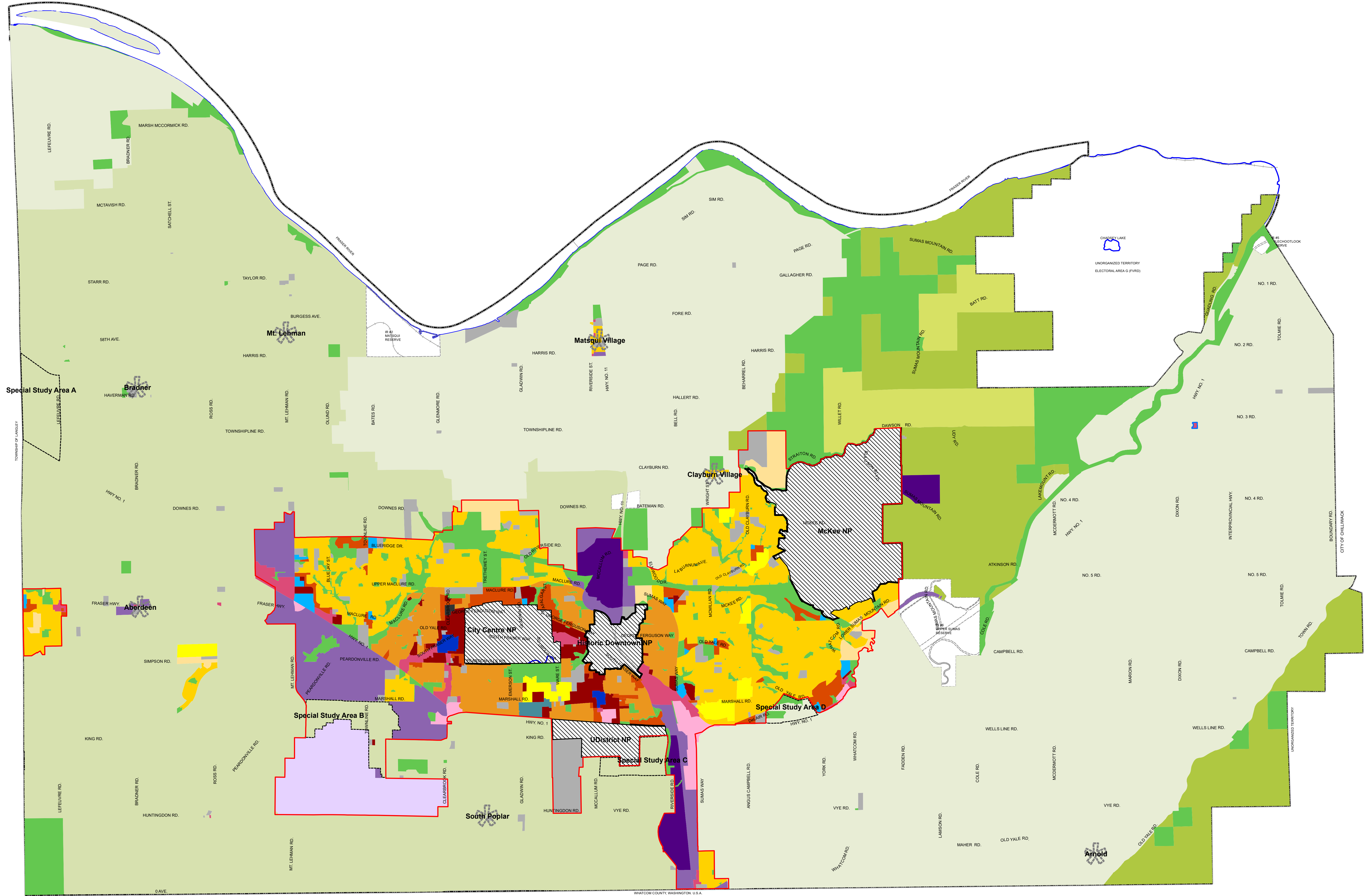


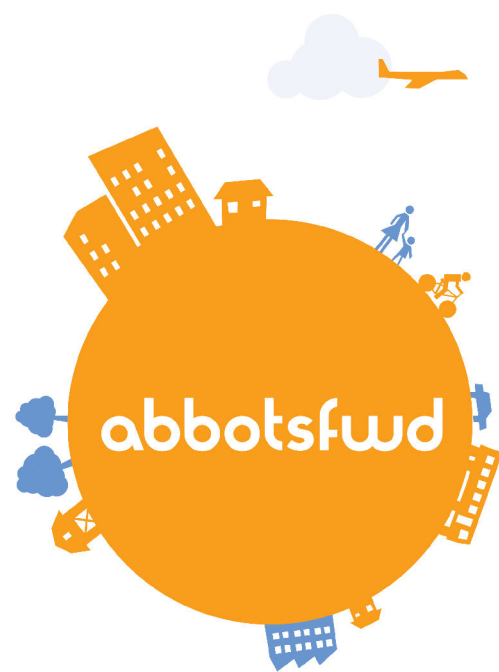
City of Abbotsford

Map 2 - Rural Land Use

Legend

- Urban Development Boundary
- City Boundary
- First Nations Boundary
- Airport
- Lake
- Railway
- First Nations Boundary
- Shore
- New Neighbourhoods
- Rural Centres
- Special Study Areas
- Neighbourhood Plan
- Agriculture 1 - Uplands
- Agriculture 2 - Lowlands
- City Centre
- Urban Centre
- Neighbourhood Centre
- Urban 1 - Midrise
- Urban 2 - Ground Oriented
- Urban 3 - Infill
- Urban 4 - Detached
- Urban Large Lot
- Suburban
- Secondary Commercial
- Regional Commercial
- General Industrial
- High Impact Industrial
- Airport
- Health Campus
- Institutional Complex
- Institutional
- Country
- Rural
- Open Space





Bylaw 2600-2016, being "Official Community Plan Bylaw, 2016" Schedule "A" (consolidated June 2023)

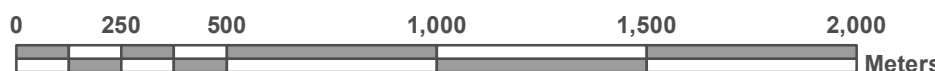
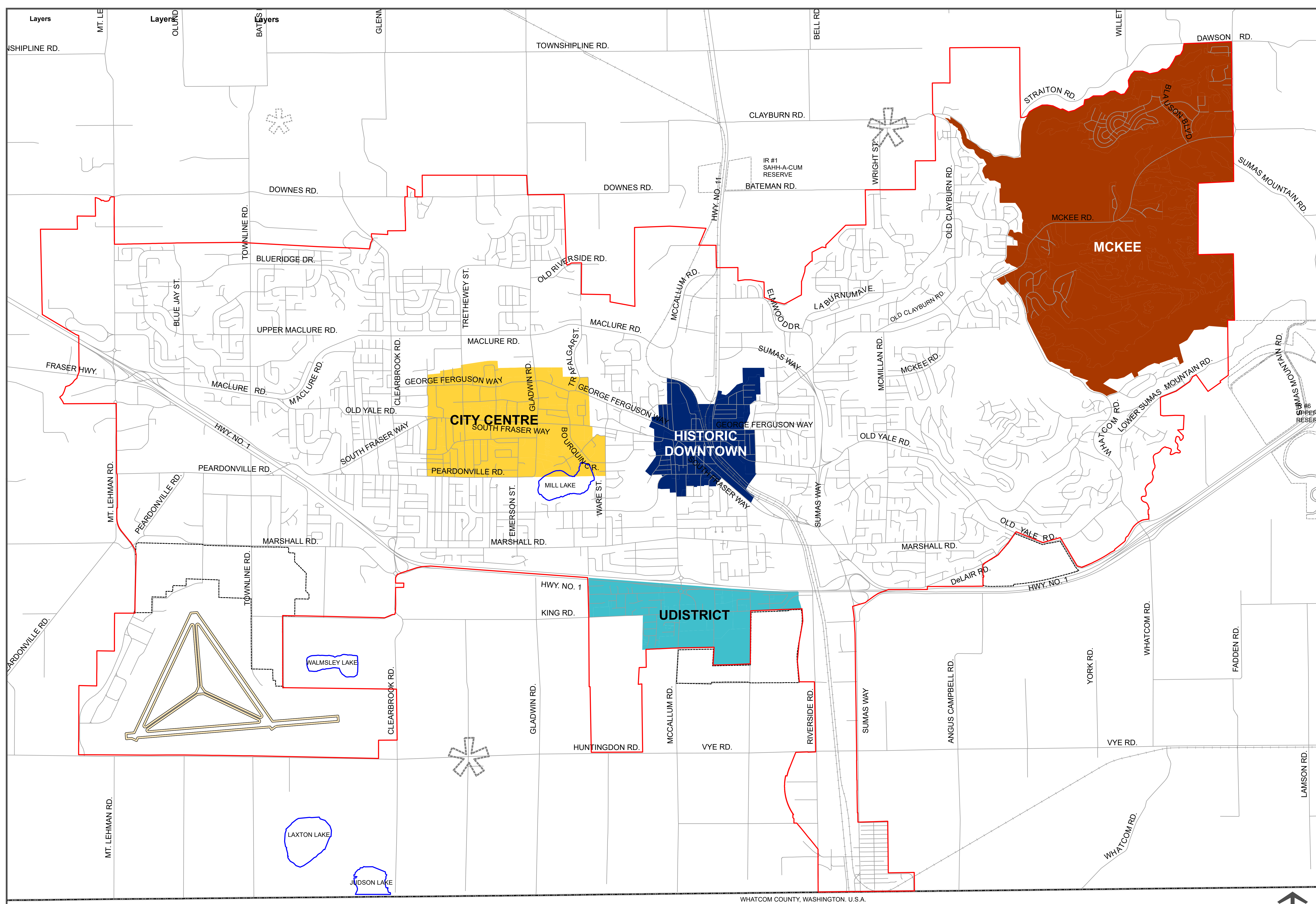
Bylaw No.'s	2913-2019	3282-2022
2721-2018	2920-2019	3301-2022
2812-2018	3126-2021	3400-2022
2908-2019	3177-2021	

City of Abbotsford

Map 3 - Neighbourhood Plans

Legend

- Urban Development Boundary
- CC Land Use
- HD Land Use
- McKee Land Use
- UD Land Use
- City Boundary
- First Nations Boundary
- Road
- Airport
- Railway
- Shore





Bylaw 2600-2016, being
"Official Community Plan
Bylaw, 2016" Schedule "A"

City of Abbotsford

Map 4 - Urban Road Classification

Legend

- Urban Development Boundary
- Provincial *
- Arterial *
- Collector *
- Local *
- Proposed Arterial *
- Proposed Collector *
- City Boundary
- First Nations Boundary
- Airport
- Railway
- Shore

* Note: All existing and future road network classifications to be confirmed by Transportation Master Plan.

For areas outside of the UDB see Map 5

IR #1
SAHH-A-CUM
RESERVE

IR #6
UPPER
RESERVE

WHATCOM COUNTY, WASHINGTON, U.S.A.



0 250 500 1,000 1,500 2,000 Meters

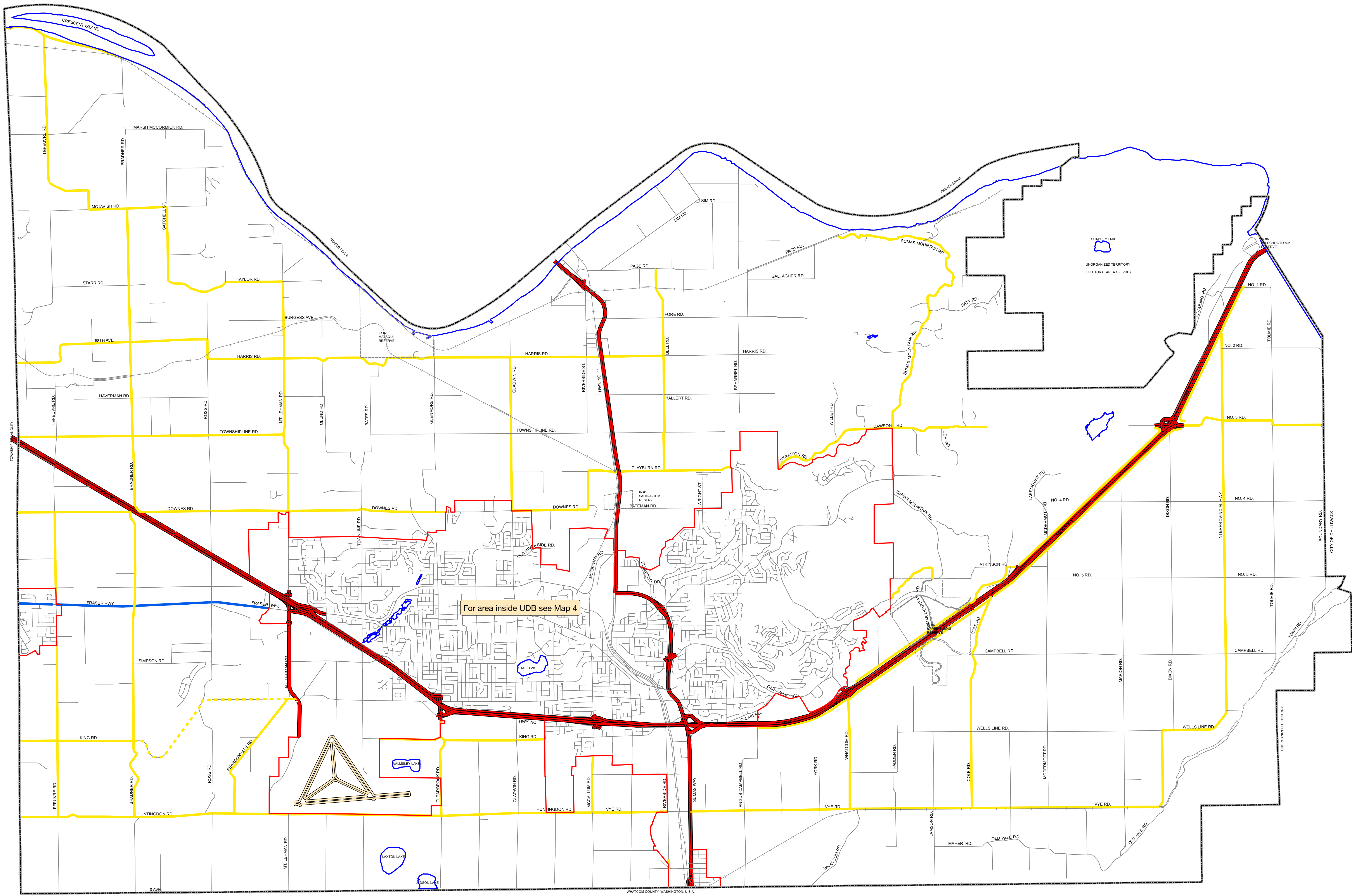




Bylaw 2600-2016, being
"Official Community Plan
Bylaw, 2016" Schedule "A"

City of Abbotsford

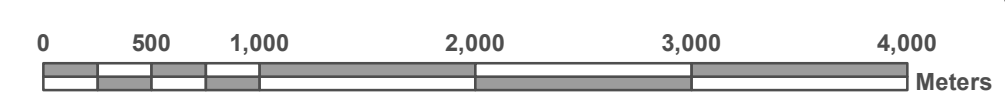
Map 5 - Rural Road Classification



Legend

- Urban Development Boundary
- Provincial *
- Arterial *
- Collector *
- Local *
- Proposed Collector *
- City Boundary
- First Nations Boundary
- Airport
- Railway
- Shore

* Note: All existing and future road network classifications to be confirmed by Transportation Master Plan.





Bylaw 2600-2016, being
"Official Community Plan
Bylaw, 2016" Schedule "A"

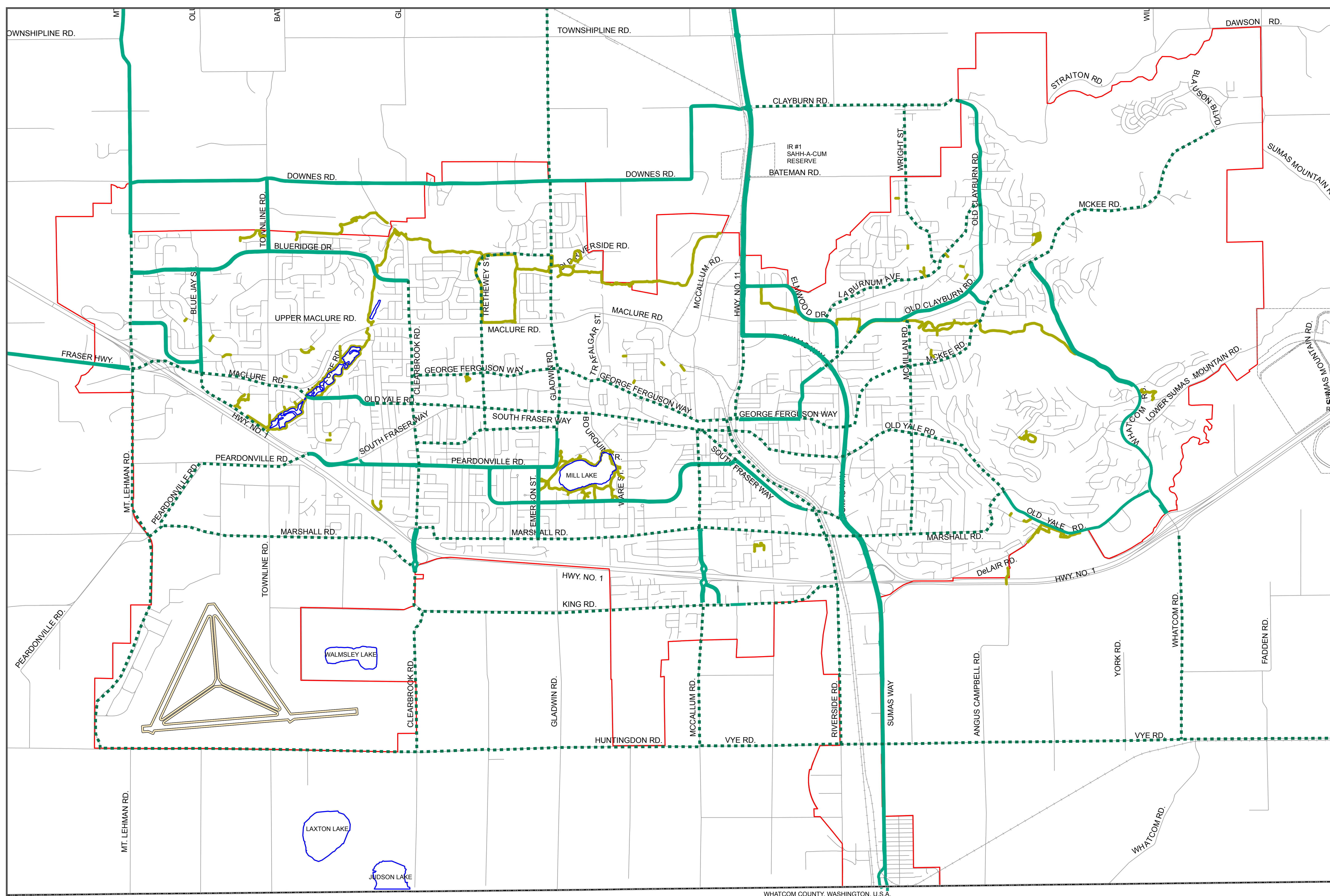
City of Abbotsford

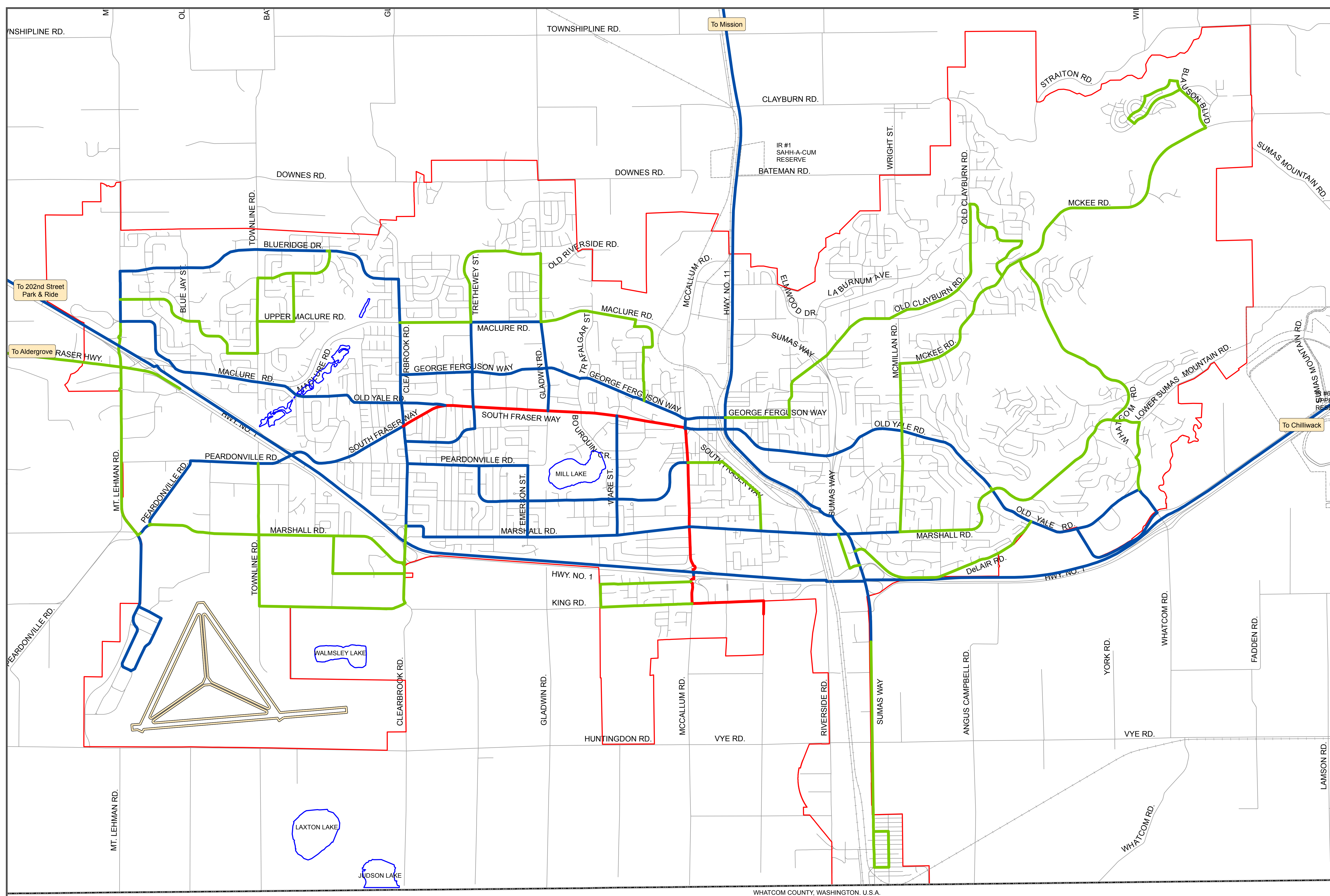
Map 6 - Bike Routes

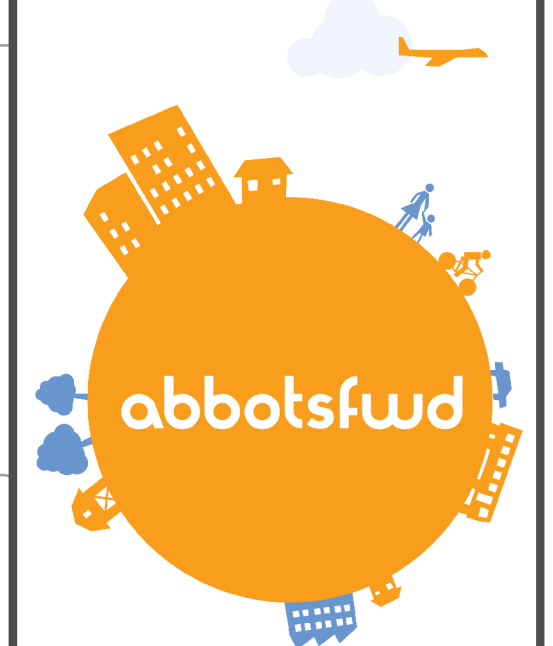
Legend

- Urban Development Boundary
- Bike Lanes
- Paved Pathway
- Proposed Bike Route
- City Boundary
- First Nations Boundary
- Airport
- Road
- Railway
- Shore

Note: All proposed bike routes to be confirmed by Transportation Master Plan.







Bylaw 2600-2016, being
"Official Community Plan
Bylaw, 2016" Schedule "A"

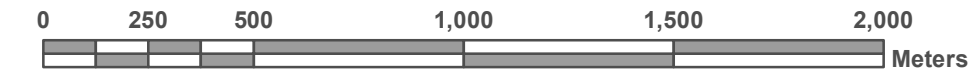
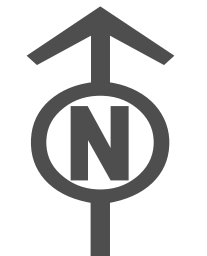
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Map 7 - Transit Corridors

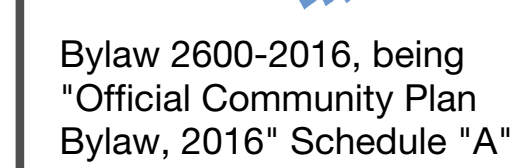
Legend

- Urban Development Boundary
- Primary Corridor
- Frequent Corridor
- Local Corridor
- City Boundary
- First Nations Boundary
- Airport
- Railway
- Road
- Shore













Note: Location of corridors to be confirmed in Transportation Master Plan.







Legend

	Urban Development Boundary
	Trail
	City Park
	Regional Park
	Potential Future Park
	Potential Greenway Connection
	City Boundary
	First Nations Boundary
	Airport
	Road
	Railway
	Shore

Note: All future greenway connection and park locations to be confirmed by Parks Master Plan.





Bylaw 2600-2016, being
"Official Community Plan
Bylaw, 2016" Schedule "A"

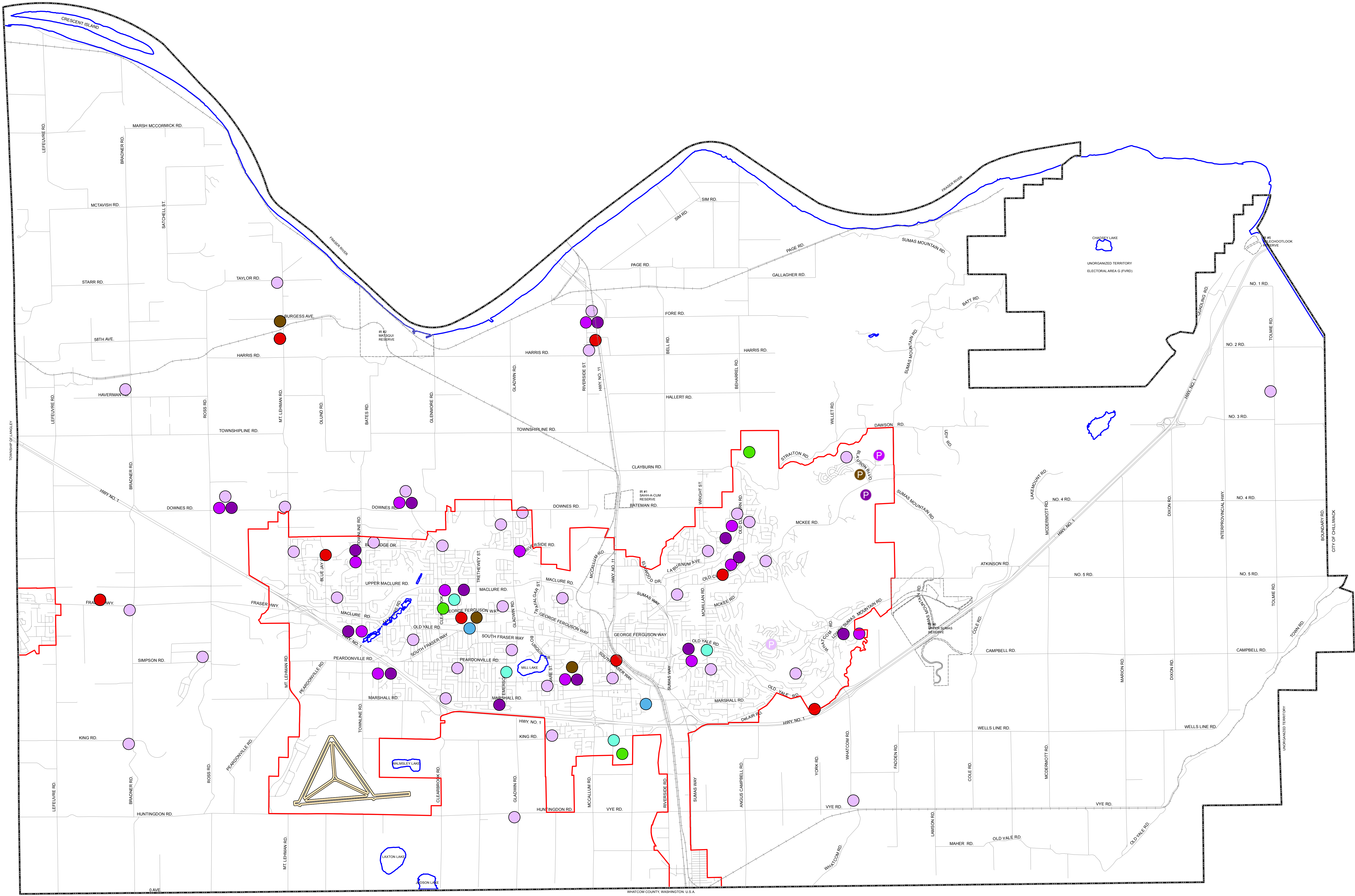
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Map 9 - Community Facilities

Legend

- Urban Development Boundary
- Fire Hall
- Police
- Elementary School
- Middle School
- Senior School
- University/College
- Library
- Recreation Facilities
- Proposed Facility

- City Boundary
- First Nations Boundary
- Airport
- Roads
- Railway
- Shore





Bylaw 2600-2016, being
"Official Community Plan
Bylaw, 2016" Schedule "A"

City of Abbotsford

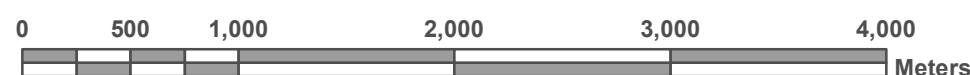
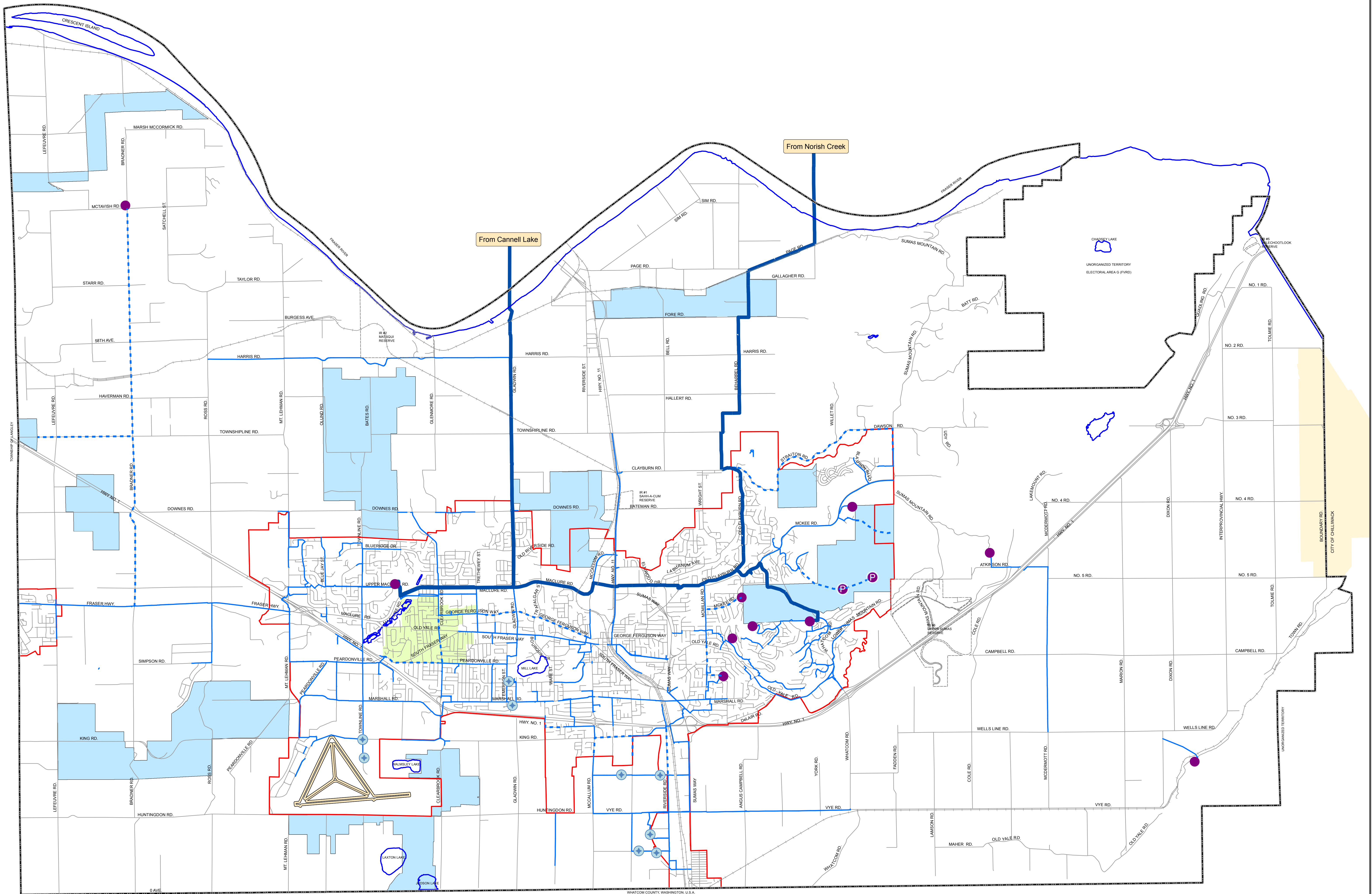
Map 10 - Water

Legend

- Urban Development Boundary
- No City Water
- Clearbrook Waterworks Area
- Yarrow Water District
- Reservoir *
- Well *
- Regional Transmission Line *
- City Supply Line +*
- Proposed City Supply Line *
- Proposed Reservoir *

- City Boundary
- First Nations Boundary
- Airport
- Road
- Railway
- Shore

Notes:
* 300mm diameter or larger
* Existing and Proposed water lines
and appurtenances to be confirmed
by Water Master Plan.

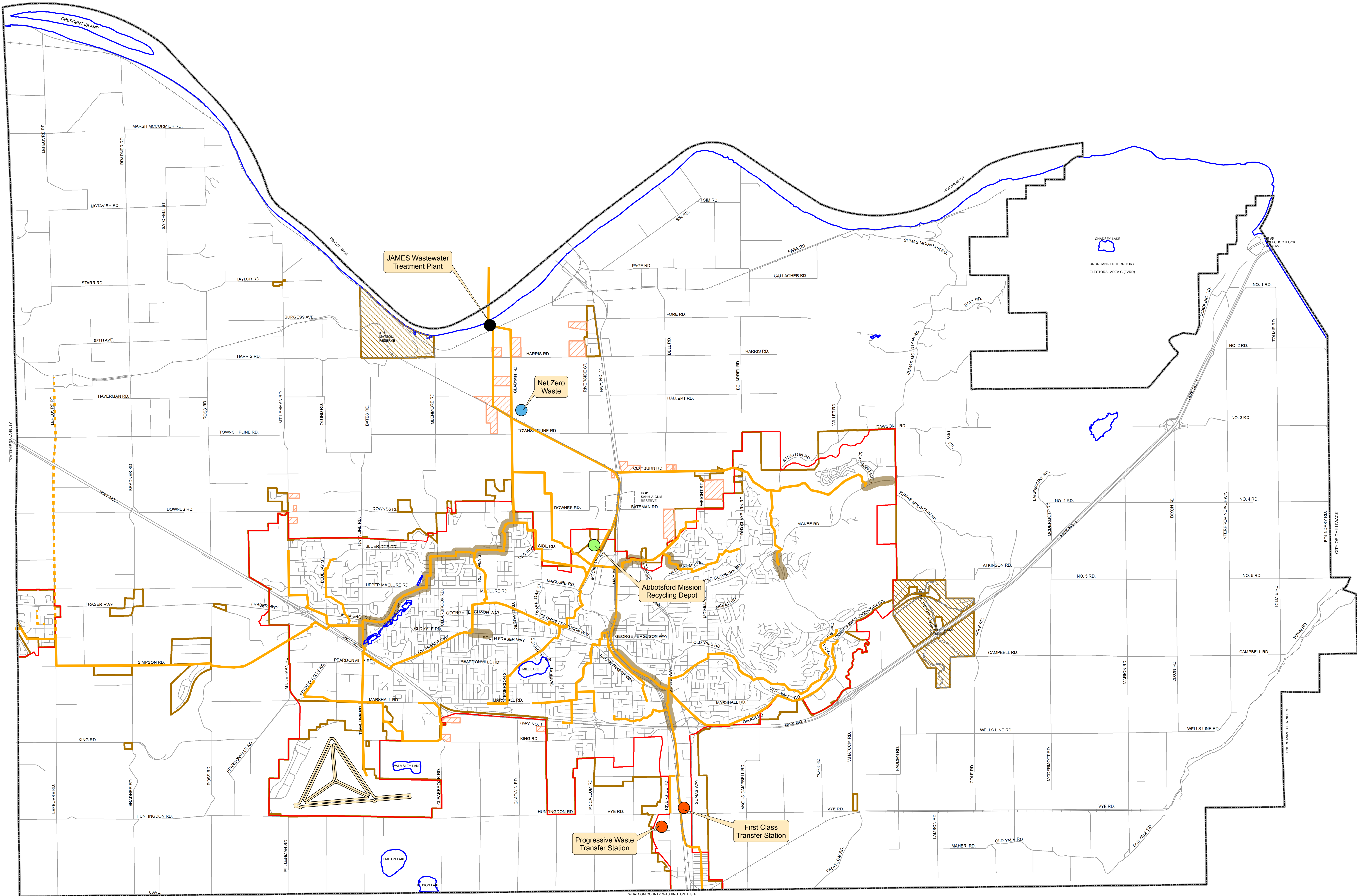




Bylaw 2600-2016, being
"Official Community Plan
Bylaw, 2016" Schedule "A"

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Map 11 - Sanitary & Waste Management



Legend

- Urban Development Boundary
- Inside Service Area
- Connected - Outside Service Area
- Connected Under Council Policy 900-8-01 (Rural Properties)
- Sanitary Trunk Mains
- Future Sanitary Main
- Major Upgrades
- City Boundary
- First Nations Boundary
- Airport
- Road
- Railway
- Shore
- Compost
- Recycling
- Waste Transfer Station
- Wastewater Treatment Plant

* Note:
All existing and future and upgrades to
existing sewer mains to be confirmed
by Sanitary Master Plan.

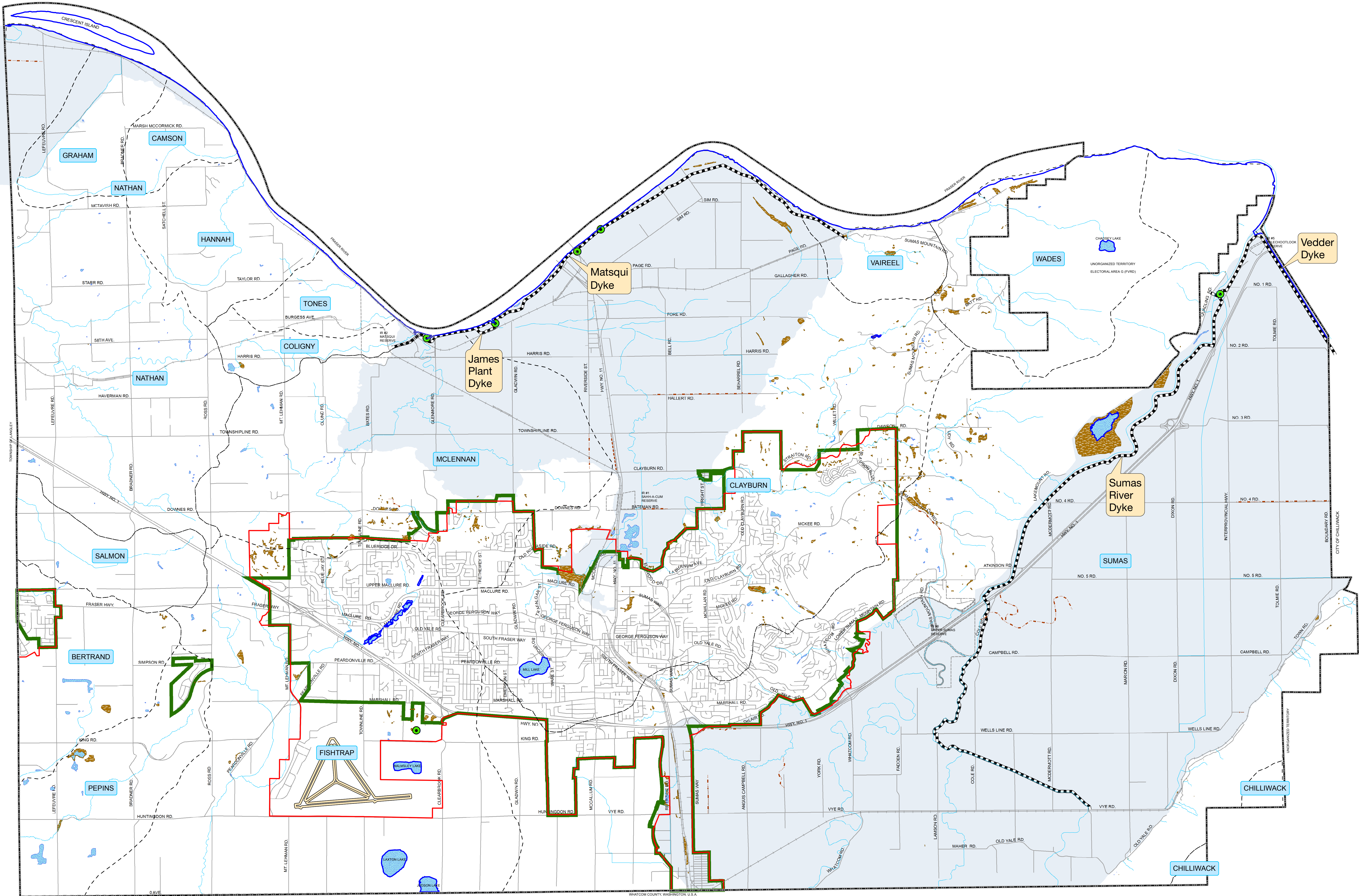


0 500 1,000 2,000 3,000 4,000
Meters



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Map 12 - Drainage & Flood Control



Legend

- Urban Development Boundary
- Urban Drainage Boundary
- Floodplains
- Watershed
- Watercourse
- Ditch
- Open Water
- Wetlands
- Dykes
- Drainage Pump Station
- City Boundary
- First Nations Boundary
- Airport
- Road
- Railway
- Shore

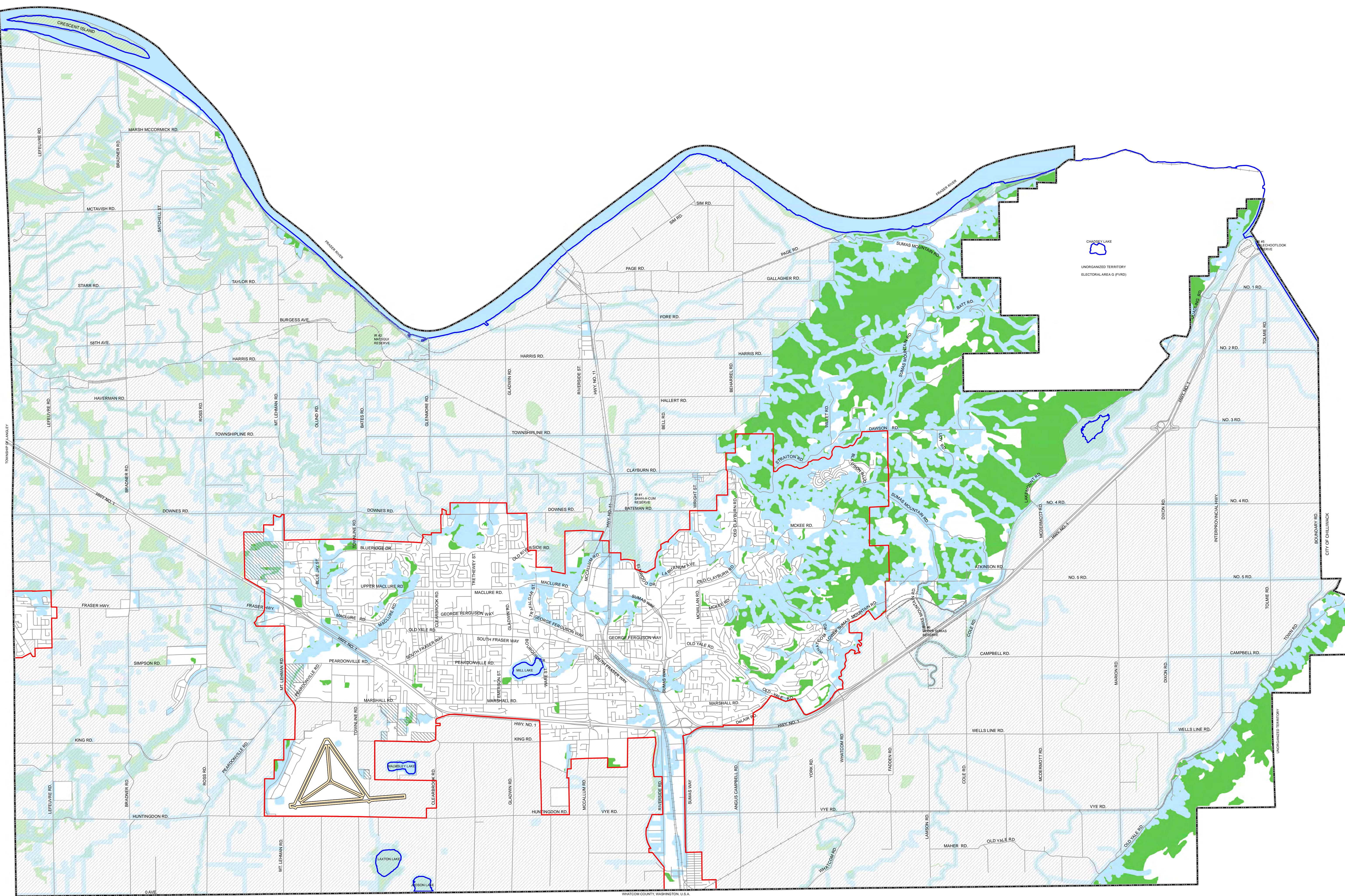


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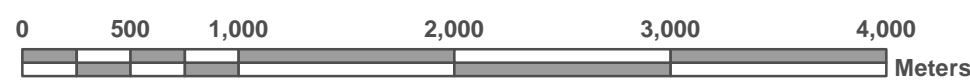
Map 13 - Natural Environment

Development Permit Areas



Legend

- Urban Development Boundary
- ALR
- Approved For Exclusion
- Fish Habitat
- Sensitive ecosystems
- City Boundary
- First Nations Boundary
- Airport
- Road
- Railway
- Shore

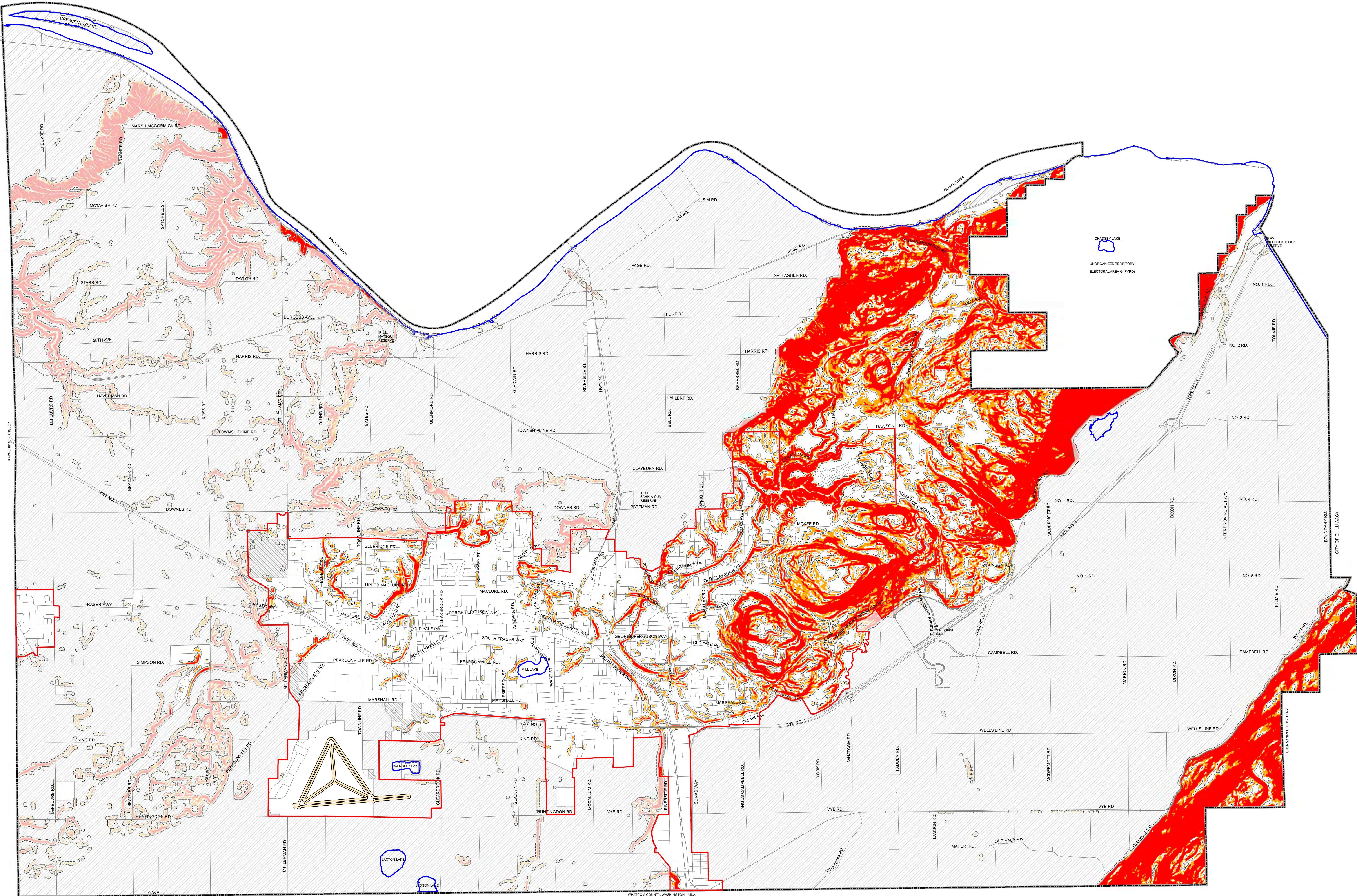




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Map 14 - Steep Slope Development Permit Areas



Legend

- Urban Development Boundary
- ALR
- Approved For Exclusion
- 20m Buffer
- Slope 20% to 29%
- Slope 30% or greater
- City Boundary
- First Nations Boundary
- Airport
- Roads
- Railway
- Shore

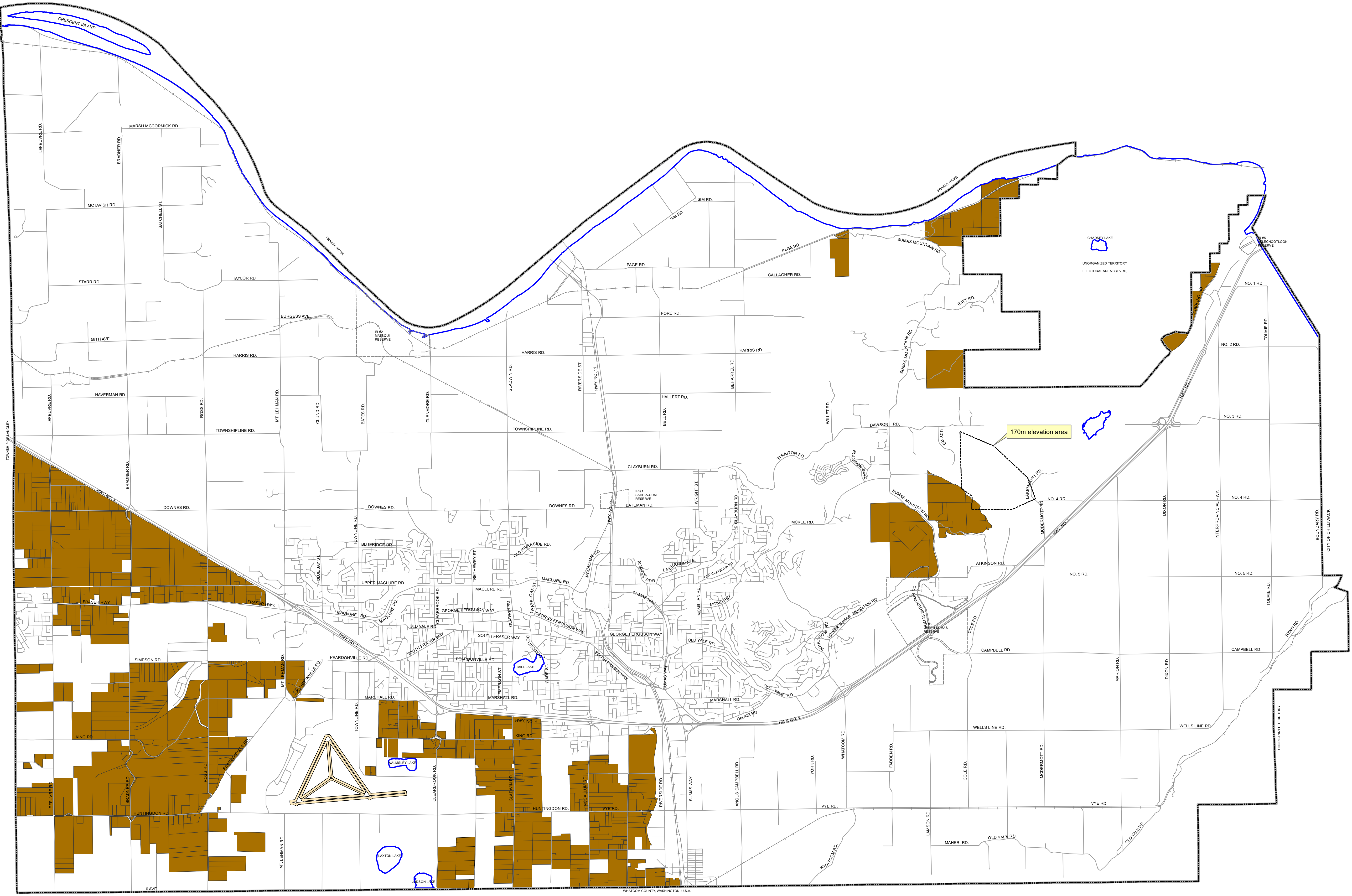


0 500 1,000 2,000 3,000 4,000
Meters



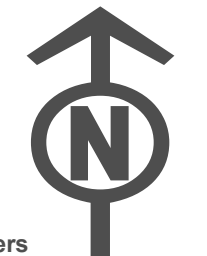
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Map 15 - Soil Removal Eligible Areas



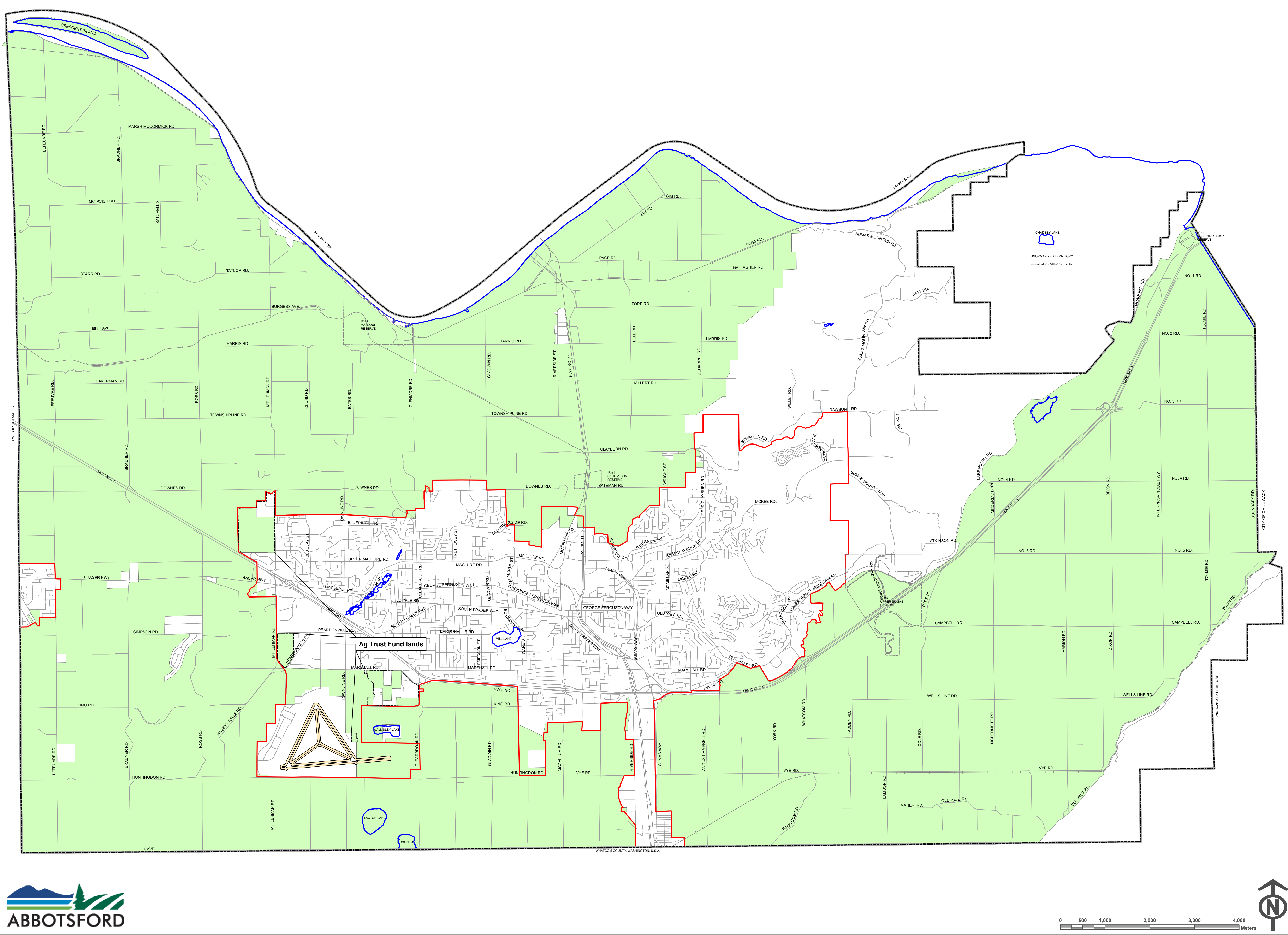
Legend

- Airport
- City Boundary
- Railway
- First Nations Boundary
- Shore
- Road
- Areas Eligible for Soil Removal



City of Abbotsford

Map 16 - Agricultural Land Reserve



Legend

- Urban Development Boundary
- Agricultural Land Reserve
- City Boundary
- First Nations Boundary
- Airport
- Road
- Railway
- Shore